

CBW

Coach and Bus Week

The PSV industry's news weekly • 19 April 1997 • Issue 265

Coach Stop Secrets out

**Gail's hope for
rally success**



The fight goes on

WA staff vow to
block takeover

A bridge too far

New regs to
stop carnage

They do it their way

Epsom puts pep
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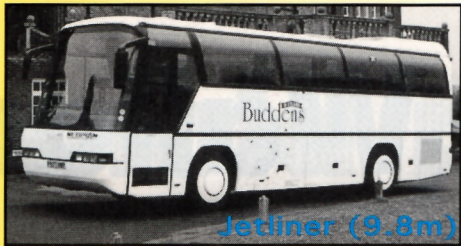
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 for BTTF 1997



Small change — big opportunity

TO the best of our knowledge there's only one new design of coach and bus which takes advantage of the increase in maximum permissible width from 2.5 metres to 2.55 metres.

You may be surprised to learn that this new rule came into effect in the UK on 1 January 1996 with the coming into force of Statutory Instrument 1995 3051 which also allows guided bus guidewheels projecting up to 75 mm on each side.

The change was driven by an EU directive geared to accommodate overwidth pallets on HGVs. However, individual member states have until 1999 to adopt the regulation but this alone does not explain why Neoplan's startling Starliner is the only new-generation PSV to have the extra five centimetres.

Extra weight may be a deterrent but ignorance of the change is the most likely reason.

Too many amended regulations come into effect with little or no publicity.

Five centimetres does not sound much but when added to elbow room in a luxury coach or the entrance throat on a lowfloor bus the advantages are far greater than might be imagined.

For better or worse each change brings opportunity and, in this case, passengers would be the winners.

■ **DESPITE** this magazine's campaigning and that of the entire industry, stories of the Vehicle Inspectorate's over-zealousness continue to filter through.

You will read in this week's issue of London Coaches' problems which, even in the opinion of a magistrates' bench, amounted to no more than technical breaches of tacho regulations. What you will not read is the misery this causes coach passengers, the worry it generates in drivers, and the equally technical way these prosecutions filter through to an operator's record.

So, if we accept the truth of London Coaches' defence, as did the prosecution, we have a situation where a responsible driver, acting always in the interests of his passengers and safety, found himself technically outside of hours by minutes. He now has a black mark against his name and must surely loathe VI examiners with a passion. Is this the VI demanded by the responsible end of the PSV industry?



Mike Morgan,
 Editor

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events

19-20 April: UK Coach Rally, Brighton. Details from Ann or Paul Cousins of Coach Displays Ltd on 0181 581 0049. Trade inquiries contact Mark Griffin on 01926 888123

21 April: Bus Priority and Improvements to Local Bus Services. One-day conference at Napier University, Edinburgh. Speakers on Quality Partnerships, Guided Bus, Route Length Bus Priority, Park and Ride etc. Details from Tom Rye on 0131 455 2210/2477

23 April: Solutions for Clean Air - Experience from Sweden. Conference at NEC, Birmingham. Details from Astrid Ruffhead PR, fax 0181 364 0284

22-24 April: Traffex 1997. Challenges for the Millennium - three conferences, National Exhibition Centre, Birmingham. Details from Lisette Westerhuis on 0181 741 1516, fax 0181 741 5993

29 April: Omnibus Society meeting, LT HQ, 55 Broadway, London SW1. Thomas Knowles, Lancaster Buses. Details from Barry Le Jeune on 0171 918 3295

10-11 May: Greater Manchester Museum of Transport reunion of Stockport Corporation transport department workers and old buses. Contact Steve Lord at the museum on 0121 722 4649

13-15 May: Association of Local Bus Company Managers (ALBUM) conference, De Vere Hotel, Blackpool. Details from Ian Marsh at Blackpool Transport on 01253 348247

24-25 May: AEC Society 14th Annual Road Run and Rally, Wollaton Park, Nottingham. Details on 01509 212672

1 June: Valley Lines Festival of Transport, and Bus & Coach Wales, Barry Island, Vale of Glamorgan. Details from Glyn Bowen, on 01443 693087

1-6 June: 52nd UITP Congress, Stuttgart, Germany, includes Worldwide Exhibition of Public Transport running parallel from 2-5 June. Details on 32 2 673 61 00 or fax 32 2 660 10 72

12 June: Buses Worldwide meeting, Fred Tallant Hall, 153 Drummond Street, London NW1, 7pm. Details from Ian Johnston, 3 Cypress Drive, Fleet, Hants GU13 9HE

22 June: 2nd Classic AutoMotion historic vehicle exhibition, Transport Research Laboratory, Crowthorne, Berks. Details from W. Ackroyd, 1 Hawthorn Road, Send, Ripley, Surrey GU23 6LH

▼ Coach

Barr and Wallace

But coach op division fell two per cent on turnover up 14.4 per cent

by Andrew Jarosz

FINANCIAL results from the Barr and Wallace Arnold Trust PLC for 1996 show considerably improved profits.

The Leisure Division, which includes Wallace Arnold Tours and now Caledonian Travel, improved on turnover, but fell down on profits.

Leisure Division turnover grew by 14.4 per cent from £63.3 million to £72.4 million, but operating profit fell by two per cent from £3.22 million to £3.15 million.

Much of the shortfall has been blamed on start-up costs of £350,000 for the Caledonian direct-sell organisation.

Group turnover fell by four per cent from £258.6 million to £248.6 million, but pre-tax profits rose by 14 per cent from £4.6 million to £5.3 million.

Earnings per share rose from 20.8p to 23.4p and the board is recommending a final dividend

of 8.75p, making a total of 12p for the year - up from 11p for the last two years.

The Motor Division contributed most to the improvement in profits, with an increase in profit margins. Turnover fell by 6.4 per cent from £173.8 million to £162.7 million, but operating profit fell by 7.1 per cent from £4.31 million to £4.62 million.

During the year, BWAT sold its fuel supply division to a subsidiary of

BP, and incurred a loss of £240,000 on disposal.

Operating profit margins for the remaining two Barr and Wallace Arnold Trust divisions were 2.8 per cent for the motor division (up from 2.5 per cent in 1995), and 4.4 per cent for the leisure and holidays division (down from 5.1 per cent in 1995).

Group pre-tax profit margin was 2.12 per cent (up from 1.78 per cent in 1995).

Chairman David

▼ Coach and Bus

Paladin off to Scarborough'

COMPLETION of Northern Counties-designed Paladin lowfloor bodies is being transferred within the Henlys Group from Wigan to Plaxton at Scarborough.

First vehicles to go down the Plaxton line next week are 19, two-door bodies on DAF Bus SB 220 underframes with 218 bhp diesel engines. They are to be supplied by Hughes DAF to Speedlink for the Heathrow Express rail-link contract.



Plaxton build and badge to go on to finished single-decks in Yorkshire

The Go-Ahead Group will be putting six SB220 Paladin low-floors into operation in Gateshead.

Body frames are to be built at Wigan before transfer by low-loader to Scarborough where output is expected to be five-a-week, allowing for the release of double-deck

capacity at Northern Counties. They will be badged as Plaxton.

Sales and marketing director, David Quainton, explained that current output of standard single deck bodywork on Scania L113 and Volvo B10M will stay at Northern Counties pending a decision in June/July when a batch of

100 for Stagecoach starts.

Meanwhile, the Scarborough plant is building five Beaver minibuses a week to supplement output at Anston. Mr Quainton says the move demonstrates that the company is using the skills and people at its three sites to maximum effect.

■ First LPG Paladin - p6

▼ Coach and Bus

EC directive tightens the rules

THE European Commission is planning to increase levels of finance for entry into the PSV industry, and remove the distinction between national and international operations.

Under Directive 96/26, entrants to the industry would need the Ecu

equivalent of around £6,500 in capital and reserves for their first vehicle, and £3,600 for each extra full-sized vehicle. Vehicles with fewer than 20 seats would be rated at £180 per seat.

Financial standing should be checked twice every five years and

guidelines may de-bar operators with a serious criminal record or a history of more minor offences.

Included in the proposals for CPC qualification are new written and oral tests, and tightened rules for examination.

Arnold profits up

Winterbottom revealed that the company had mounted a bid for Shearings in conjunction with a major venture capital group at a cost of £112,000.

If the bid had been successful, Barr and Wallace Arnold Trust would have combined its Leisure Division within a new venture capital entity, in which the group would have had a minority stake, but which would have released a significant amount of cash to BWAT at the time.

■ Shearings' bid evokes angry words - page 17



BWAT's leisure division produced a 4.4 per cent operating profit

▼ Coach

Bova card

BOVA has stepped up its breakdown service with a new ID card, supplied for each coach, which will eliminate costly VAT reclaims, it says.

Emergency centre ITS BOVA can process distress calls quickly using information pre-printed on the card, and the addition of the operator's VAT number will mean no sales tax on breakdown bills.

ITS BOVA has 1,000 service points on call and can connect with eastern European countries via satellite. The BOVA ID card is also being issued to owners of second-hand coaches. For details and application form fax Mr R de Bruijn, on 00 31 40 201 9477.

▼ Bus

NFBU picks its winners

WINNERS in this year's scheme to reward excellence in service to bus users will receive their awards next week.

The national NFBU-Optare Welcome Aboard Awards follow regional finals held in Brighton, Manchester and Cardiff.

- Driver: winner - Alex Cockburn of Western Scottish; runner-up - Tony Trigg of Newport Transport
- Group of drivers/route: winner - Goldline Express (Ulsterbus); joint runners-up - Brighton Transport and Richards Brothers, Cardigan
- Company: winner - Trent and Barton Buses; runner-up - Brighton & Hove

▼ Bus

Stop is three years too late

WORKMEN in Walsall, West Midlands, spent a full two days carefully installing a new bus shelter only to be told that buses had not passed the spot for three years.

The shelter had been scheduled for some time by the West Midlands PTE, Centro but, by the time it had reached the top of the list, the service had been re-routed.

"Our workmen and patrols could see other bus stops in the street so assumed buses ran along it," said a spokeswoman for Centro.

"But it seems the bus company had never removed them when the



"THE COUNCIL SAYS IF IT BUILDS THE INFRASTRUCTURE FIRST, THE BUSES WILL FOLLOW"

route closed."

She said the shelter would be very carefully

uprooted and moved where it would provide more benefit to the public.

▼ Bus

Driver hurt in crash

A READING Buses driver was injured when his single decker was in collision with an articulated truck in High Wycombe. Perry Brown was one of three people taken to hospital. In all, a dozen people sustained injuries after the curtainsider appeared to lose its brakes before speeding 300 yards down Amersham Hill and eventually ploughing into the Britannic Assurance building. It hit several cars, the bus and traffic lights on its way to the bottom.

●●● inside *TRANSIT* this week ●●● inside *TRANSIT* this week ●●● inside *TRANSIT* this week

NEWS

Tyneside passengers can look forward to a seamless stream of buses next month as a newcomer hits the streets... and hits Stagecoach Busways. Busways has reacted with a budget Magic Bus service. How will customers and the traffic commissioner react? Meanwhile, Stagecoach finally accedes to MMC undertakings over A1 Services. In Manchester, too, Stagecoach is in the thick of

things, but competitor Stuarts Bus and Coach is faring worse, with withdrawn GMPTA tenders and an asset auction. Meanwhile, the PTA is blaming operators for a 33 per cent fall in passenger numbers in 10 years. Have they stopped the rot yet?

On the eve of the election, Leeds Supertram goes on to a back burner once again, as a result of more important political duties. It looks like Britain will go

for Labour, and that could mean local regulation and a new rail authority. *Transit* examines the implications.

ANALYSIS

National Express is enjoying growth in turnover on a scale few plcs have managed in 1996 but, though profits exceeded expectations, margins fell due to the rail commitment. The star in NatEx's sky was Travel West Midlands, netting more than a third of

turnover and showing excellent P and L sheets.

PLUS

All the latest tendering results from Oxfordshire, Derbyshire and north-eastern authority Nexus. The latest media views of the industry, a weather eye cast over the transport share prices... and news for Eddie Spotters...

Don't miss out! Subscribe to *Transit* for an in-depth look at the bus and fixed-rail industries.

In brief

Contract won

TOTAL Vehicle Interiors, the sales and projects management arm of Invertec and Lydney Products has won its first major contract from the rail industry. Adtranz has awarded TVI a £250,000 contract for floors, side panelling and integrated ceilings for Chiltern Line trains.

Zagreb show

SETRA exhibited five new and used vehicles at the AutoShow in Zagreb in a bid to boost its 3.8 per cent share of the 5,000-vehicle Croatian market of which 85 per cent is held by Slovenian manufacturers. The S315GT-HD which went into production a few weeks ago made its debut.

Rally is a gas

THE largest ever gathering of gas-powered cars, vans, and buses in Europe will line up next Thursday at Bournemouth Pier as part of a rally organised by the Liquid Petroleum Gas Association. Many of the vehicles taking part are part-funded under Power-shift, the Energy Saving Trust's initiative, offering up to 50 per cent savings on the additional cost of alternative fuel vehicles.

CPT dinner

CPT London & Home Counties is staging its regional dinner in the Fairfax Hall of historic Leeds Castle near Maidstone in Kent at 8pm on Thursday 29 May 1997. Details from Jim Carley at Imperial House on 0171 240 3131.

Sales figures

APOLOGIES for any confusion arising out of the transposition of the words Volvo and Dennis in the last paragraph of the coach and bus registrations story (CBW, 12 April). At the end of the first quarter Volvo has 55.4 per cent of the coach market compared with 67.7 per cent last year and Dennis has increased from 9.6 per cent to 12.7 per cent.

Bus

First LPG lowfloor trial

Northern Counties Paladin on DAF Bus SB220 complete

by Mike Morgan

THE first low-floor bus in Britain with LPG engine is on target for the start of a programme of trials and demonstration.

This eagerly-awaited Northern Counties Paladin-bodied DAF Bus SB220 low-floor underframe is to the order of importer Hughes DAF and the power plant is the first specially designed horizontal DAF GG 8.65-litre engine developing 231 bhp.

It will be used to allow operators, local authorities and passengers to experience the benefits of the LPG bus.

DAF's home market in the Netherlands has been familiar with LPG for



There is an alternative: ready to show that LPG is fuel of the future

many years and the claimed benefits include: reduced NOx emissions - diesel engines emit 17 to 18 times more; lower noise; less vibration; and no emission of soot particles.

However, British

operators attracted to the concept are faced with additional capital costs estimated at an extra £20,000 per vehicle - though this is dependent on the number of vehicles ordered. Meanwhile, the LPG demonstra-

tor will be used to help convince Government it should support the benefits with fiscal measures.

■ A road test report is scheduled for a CBW alternative fuel special supplement on 3 May.

Coach and Bus

Former Yugoslavia looks at fleet renewal

WHILE public transport in Belgrade is literally bursting at the seams - a passenger was killed recently by the collapse of a vehicle floor - there is now a long-overdue opportunity to make up for the enforced stop on fleet replacement due mainly to four years of UN sanctions.

The Yugoslav capital has an immediate need of at least 100 new buses and several national and foreign makers are waiting in the wings to tender for vehicles specially tailored to the arduous load-carrying

conditions.

Local maker Ikarbus - renamed thus to end years of confusion with Ikarus of Hungary - exhibited a prototype of its new IK-106 citybus at the recent Belgrade Motor Show.

Claimed to be the first domestically-built low-floor vehicle, it is powered by Mercedes-Benz engine of 250 bhp driving through a Voith transmission.



Tourist drive: MAN-powered SANOS

Nominal payload is 105.

Plant capacity at Zemun is down to 600 vehicles a year and only 300 were built in the last 12 months. MAN and Raba engines are options.

Yugoslav chassis maker FAP was jointly responsible with SANOS in Macedonia for the presentation of a new double-deck coach for the country's revival of tourism - type S522 Hobo - seating 76 passengers. It is powered by an MAN 2866 engine of 348 bhp driving through ZF S6-150 C gearbox.

CBW



Premiered: Ikarbus IK-106 is first domestic-built lowfloor vehicle



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The Metrorider is the bus to beat. With over 3,000 in service all over the world it is widely regarded as way ahead of any vehicle in its class. In short... it's the business.

In its latest form Metrorider 4 offers state of the art technology and engineering, featuring a lower floor. With heavy duty mechanical components, the Metrorider 4 is built for durability in all operating

conditions. A new, optional, easy clean hard trim interior finish makes maintenance easier too.

Metrorider 4 comes in three lengths and two widths. Its integral construction offers optimum comfort for passengers and an optional enlarged driver's compartment makes it extremely rewarding and safe to drive.

Another superior vehicle, from Optare, as usual.



OPTIMUM, THAT'S OPTARE

▼ Coach and Bus

New low-bridge rules looming

Most PSVs to be affected from 1 October

LONG-awaited rules geared to reducing the incidence of low-bridge accidents will affect the vast majority of coaches and buses from 1 October 1997.

All vehicles over three metres in height must have cab notices in not less than 14mm lettering. There is an exemption where operators can demonstrate that there is

by Mike Morgan

no chance of the vehicle coming across a low bridge.

The new requirements are contained in *The Road Vehicles (Construction and Use) (Amendment) (No 530) Regulations 1997* and replace regulation 10 of the 1986 C&U regulations.

Signs must show feet and inches but can also

include metres.

Bridge bashing is estimated to cost at least £5 million a year and last year Railtrack staged a controversial demonstration when it arranged for a Bristol VR double decker to be driven under a notorious bridge in Swindon.



Bridge too far: Railtrack's controversial demonstration

Whitehouse Road bridge is 10 feet (3.1 metres) high and it has now claimed its 126th victim - a Plaxton Premiere 350-bodied Volvo B10M operated by Bus Eireann

on Eurolines service.

One passenger was treated for cuts and bruises and the accident caused chaos to evening traffic. There was no structural damage to the bridge.

▼ Coach and Bus

Winners face strong competition in CBW contest

SIX lucky winners of the first *CBW* Corgi Classics competition can look forward to getting model Routemaster RM1933 in the post.

Response to the competition far exceeded our expectations.

The winners are:

1. Barry Rennison, Independent Coachways, Leeds
2. Paul McKenna, McKenna Bros, Middleton
3. Brian Garrard, Wells, Somerset
4. Richard Bowler, Martins Bus and Coach, Middlewich

5. Brian Botley, Brijan Tours, Hants
6. Duncan Crosby, Lancashire

The success of this debut competition has ensured that *CBW* readers will have further opportunities to add examples of the latest

models from the Corgi Classics catalogue to their collections.

■ The second win a Corgi competition is for a Blackpool Balloon tram - not yet in the shops but demand is already set to outstrip supply. See page 24.



Regional Round-up+++Regional Round-up+++Regional

▼ Herefordshire

Jones' Bova

PW Jones Coaches, of Burley Gate, has added this Bova Futura FHD (below) to its mixed fleet.

The front-line executive has 49 seats and a wide array of extras, including seat-back tables, side-window blinds, cool-box, video with two monitors and air conditioning. Its unique livery is in two-

tone metallic blue with 'air-brush' blending and gold lettering.

"It will be used mostly for our own tours," said Nicola Lynes, part of the Jones family which has run the business for almost 60 years. "It's our front-line coach, but we also have four Javelin-based vehicles used on our tour programme."

Jones' business is about as broadly based as

one can imagine, running not only local PSV contracts, but the village shop and fuel station. It has a fleet of 15 coaches.

▼ Oxfordshire

Transit gains

THAMES Transit has picked up four major routes in tendering, including the X57 Oxford-Bicester express, previously run by Stagecoach Midland Red.

The council contracts for 17A/B/C services and the 19 service around Cowley and Oxford will be complemented by the 64 Witney-Swindon service, gained from Carterton Coaches.

Thames Transit has also increased the frequency of its Oxford Tube coach service to every 10

minutes, between 6.10am and 8am weekdays, 9.10am and noon on Saturdays. It has also made the 7A City Cavalier service from Kidlington to Oxford a round-the-clock operation, running every 20 minutes right through the night.

▼ London

Central boost

LONDON Central has won the five-year contract for routes 21 Moorgate-Lewisham and N21 Trafalgar Square-Foots Cray. Double-deck buses will be introduced and the route has been restructured to include new service extensions 321 and 621, using two-door low-floors.

And Cowie South London has won new bus route TL1, which parallels

the new Croydon Tram-link until it is complete. With 30-minute frequency and limited stops, TL1 will replace Connex South Central rail services while work is being done, running between Wimbledon and West Croydon.

▼ West Midlands

Falcon falls

SANDWELL operator Falcon Travel surrendered its O-licence within hours of appearance at public inquiry.

The Smethwick-based company operated eight routes for Centro but there had been complaints it did not have enough vehicles. Called to public inquiry in January, it had also picked up prohibitions for poor maintenance.





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VOLVO



Council support: head of passenger transport Spencer Robeson (right) and county councillors Brian York, Richard Smith, and Tim Venner launch The Shires' new lowfloors

▼ Bus

Boost for Watford

LOCAL bus routes in Watford and on the 348 service to Mount Vernon Hospital are now being served by 12 new lowfloor buses with the help of £60,000 funding from Hertfordshire County Council.

The buses are operated by Cowie subsidiary, The Shires, trading as Network Watford. They are Plaxton Pointer-bodied Dennis Dart SLFs.

▼ Bus

Funding 'inadequate'

THE Government's £9 million contribution to the Bus Priority Network has been labelled 'inadequate' by City of London Corporation chief engineer Roy Aylott.

In an article in LT's magazine's *On The Move*, Mr Aylott said constant rounds of bidding for annual funding, disjointed action by boroughs and lack of on ongoing planned expenditure have held back the project. "I'd be surprised if LT isn't disappointed that the overall impact after three years has not been greater," said Mr Aylott. It's due to lack of funding and, perhaps, to indecision or wrong decisions by implementing authorities."



Growing concern: three B10Ms in three years

▼ Bus

Dewsbury goes mainly lowfloor

Cowie's Woollen fleet getting 30 ALX/Dart SLFs

by Mike Morgan

THIRTY Alexander ALX-bodied Dennis Dart SLFs are to transform Yorkshire Bus services in the West Yorkshire town of Dewsbury into a predominantly lowfloor network.

The Cowie-owned former British Bus subsidiary is replacing around half its Woollen fleet based at Dewsbury in a move which radically changes the shape of the area's bus services and causes a knock-on effect throughout the region as older vehicles are cascaded.

General manager of the Woollen district, Brian Fields, told *CBW* that cross-

town route 281 between Thornhill and Field Head will convert to lowfloor operation using the 40-seat, 10.6-metre Darts.

However, this service requires eight buses to maintain existing frequencies but is interworked with other services such that lowfloors will have a wider impact.

The new buses are the first Darts for Yorkshire Bus and West Yorkshire's first major conversion of services to lowfloor.

They replace National IIs which are

expected to leave the group and Lynx Is which transfer to associate company, West Riding. This will complete a merry-go-round which started with West Riding donating its 30 Alexander Strider-bodied Dennis Lance single deckers to Woollen's Heckmondwike depot.

Mr Field said that Woollen had also gained West Riding's X33 Leeds-Sheffield White Rose Express diagrams and the allocated Wright Endurance-bodied Volvo B10Bs.

■ **White Rose faces NatEx challenge** - see page 14



Transformation: Alexander-bodied Darts replace half of town's buses

▼ Coach

Renshaw's route to growth

AFTER setting up in business in April 1995 with a 16-seat minibus, Dave Renshaw of Manchester is marking the second anniversary of his company with a third Volvo B10M supplied on a rental contract from Kirkby Rentals.

Mr Renshaw said: "After 12 months in business I knew I could find work but I didn't have the capital to fund a new coach."

He says Kirkby had faith in what he was doing, so in May 1996 he took

delivery of a first new Volvo on rental, following it up six months later with a used M-reg example.

The latest B10M, like the other two, has Plaxton Premiere 350 body with 49 reclining seats, drinks machine and washroom. It is in the livery of tour operator Leger.

"The core of our work is Continental touring and it's work we've secured from tour operators by providing quality coaches with quality drivers," said Mr Renshaw. "We are also

dealing with the growing number of incoming tourists who arrive in Manchester and visit the lake District or the Bronte Country before we take them down to London."

Alongside the three B10Ms, Renshaw's runs two minibuses on school contracts and has its Volvo available for private hire when their busy touring schedule allows.

"I'm delighted with the way the business has developed," Mr Renshaw said.



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1992 (J) SCANIA K93CR/273 PLAXTON PREMIERE 3200

Ref: S1357/C.

53 seats, radio/PA cassette, double glazed, blinds to side windows, (lap type) seat belts.

Choice



1996 (N) VOLVO VAN HOOL ALIZEE

Ref: V394/C

44 seats, air conditioning, double glazed, continental door, toilet, radio/PA, TV/video, fridge, servery, MoT 12.03.98.



1989 (PP) MAN 16.290 - JONCKHEERE DEAUVILLE

Ref: S1357/C.

53 seats, radio/PA cassette, Telma, double glazed, blinds to side windows, (lap type) seat belts.



1992 (J) VOLVO B10M MKIII VAN HOOL ALIZEE

49 reclining seats, ZF 6 speed S690 manual gearbox, half rear emergency door, centre continental exit door, radio/PA system, centre mounted toilet, centre servery.

Choice



1990 (G) LEYLAND PLAXTON TIGER 3200

Ref: L1389/C

50 reclining seats, 6 speed ZF gearbox, double glazed, toilet, radio/PA system, drinks, servery, white livery



1990 (G) TOYOTA OPTIMO II CAETANO

Ref: T1330/C

18 seats and courier seat, power door, radio/PA, seat belts, livery blue, MoT 17.07.97



1991 (H) VOLVO B10M MKIII VAN HOOL ALIZEE

52 seats + crew seat, centre sunken toilet, servery, fridge, continental door, radio/PA/cassette, double glazed, blinds to side windows, (lap type) seat belts.

Choice



1990 (PP) DAF DHSB3000 VAN HOOL ALIZEE

Ref: D1396/C

51/55 seats, 7 speed ZF gearbox, double glazed, toilet, radio/PA, livery white/blue, MoT 15.11.97



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▼ Coach

Dealership's wait has a Silver lining

Operator buys six new Setras

SILVER Coach Lines of Edinburgh has bought six new Setra S250s, including three with the new Allison World Transmission automatic gearbox.

The Setra devotee has kept Lincoln dealership Evobus UK waiting for six years for a repeat order, running its fleet of 14 S215HDs on a mixture

by Mark Williams

of tour and airport work. Last year, md Ivan Ford decided it was time to commit another £1.3 million to the fleet.

"The Tornados have been, and still are, excellent. In fact, a side-by-side comparison of them with the new, man-



Six years on and Silver Coach Lines of Edinburgh is still a Setra devotee

ual S250 shows little difference in terms of quietness," said Mr Ford.

The eight-speed 250s have 49 seats and full spec, including air conditioning. The World Transmission-equipped coaches will be a UK first for Setra.

"They have what is called 'closed loop adap-

tive selection', which in a nutshell means they adapt to each driver's style to make best use of the power of the Mercedes engine," said Mr Ford. The electronic control system monitors use of the throttle, and memorises the settings it eventually makes.

The trio of coaches

will also have an automatic retarder, which is operated by the footbrake but can also be brought into play manually with a dashboard lever.

This year's Silver Coach Lines fleet, with the new coaches and a new, Mk IV Optimo to arrive soon, will amount to 20 vehicles.

▼ Bus

Cowie pulls plug

A BRITISH Bus TV advertising experiment which irritated bus passengers has been scrapped after being suspended a month after the group was bought by Cowie.

The Original Passenger Picture Show, TOPPS, involved installing videos on buses showing a range of repeated programmes including *On The Buses* with slots for on-bus TV advertising. Advertis-

ers went along with it, but passengers didn't. British Bus wrote off £5 million on TOPPS, shortly before Cowie acquired the company.

"There should have been adequate research into the idea, but it appears the market was only researched from the point of view of advertising sales, and passengers didn't want it," said a Cowie spokesman.

▼ Bus

Grant cuts 'will hit capital'

LONDON Transport chairman Peter Ford has warned that reduced grants and the Jubilee Line Extension will have a "profound impact" on LT's plans for improvement.

In its annual report, LT reports a £177 million operating profit swallowed up by capital investments including higher-than-expected costs for the Jubilee line.

"Following levels of

investment which have been high by historical standards, London Transport faces some tough decisions on its future core investment programme," said Mr Ford. He predicts declining investment in the Underground.

But it is pressing ahead with advances for London Transport Buses, including fitting half of the fleet with Automatic Vehicle Location (AVL) equip-

ment during the next year, ensuring operators use ultra-low city diesel fuel, fitting Routemasters with catalysts, and bringing the Countdown real-time bus information system to 400 more stops and 1,800 buses in Kingston and Lambeth.

London Transport will also convert as many tendered services as possible to a net cost basis to improve service quality, it says.



It's a kind of magic: Busways to adopt Manchester-type branding

▼ Bus

Magic Bus set to roll in Newcastle

STAGECOACH Busways is to launch a Magic Bus network in Newcastle at the end of this month.

Magic Buses will run on three busy cross-town services using the striking 'low fares, best value, ...it's magic' branding first used by Stagecoach Manchester (CBW, 12 April).

Commercial director, Peter Nash, said: "The Manchester experience of product differentiation has successfully generated additional patronage and we hope to achieve similar results on Tyneside."

Manchester's Magic Buses are generally 15p to 20p cheaper than parallel services operated with new buses.



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1987 TOYOTA OPTIMO (M) 19 seats, red striped moquette, tinted side windows, power entrance door, finished all white.M.O.T. MAY 1997

1989 MERCEDES BENZ 0303 (M) 12M 53 reclining seats (VOGEL), red/orange/yellow moquette, courier seat, rear continental door, tinted side windows with roller blinds, power entrance door with peage window, full SUTRAK air conditioning, carpet to gangway and driver's area, finished red/cream.M.O.T. JULY 1997

1982 LEYLAND TIGER (M) 12M DUPLÉ GOLDLINER IV 49 reclining seats, brown/orange moquette, courier seat, rear continental door, tinted double glazed side windows, power entrance door with peage window, rear offside sunken toilet, drinks machine, crew compartment, finished white/red.M.O.T. MARCH 1997

1987 LEYLAND TIGER 260 12M DUPLÉ 320 53 reclining seats, brown striped moquette, rear n/s floor mounted toilet, tinted side windows, power entrance door, finished cream/duo red.M.O.T. MARCH 1998

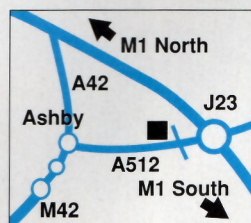
1985 LEYLAND TIGER (S/A) CUMMINS L10 ENGINE DUPLÉ LAZER II 11M 53 seats, blue/grey moquette, double glazed tinted side windows, power entrance door, finished cream/duo red.M.O.T. MARCH 1997

1985 DAF DKFL VAN HOOL ALIZEE (M) 12M 50 reclining seats (recent retrim) in Holdsworth Brown moquette, courier seat, rear offside floor mounted toilet, tinted side windows with curtains, power entrance door, finished cream/red/maroon.M.O.T. JULY 1997

1993 CUMMINS L10 290 BHP 425 INTEGRAL (M) TELMA retarder, 53 reclining seats, footrests, armrests to isle, tinted side windows, curtains, centre continental door and steps, courier seat, radio and PA tape, brown/orange moquette, finished white with grey skirt.M.O.T. SEPTEMBER 1997



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▼ **Bus**

Passengers benefit from joint venture

INTER-AVAILABILITY of tickets, increased frequency and reduced fares together with common livery of red and cream are among the benefits to passengers from a joint venture between Cowie County Bus (owners of Lea Valley) and MTL London. Launched by Confederation of Passenger Transport director general, Veronica Palmer, and the Mayor of Broxbourne, the 310 group of services between Hertford and Enfield puts the timetable on a regular 15-minute headway.

▼ **Coach**

New NatEx shuttle threat to express

WHITE Rose express, the X33 joint operation which links Leeds or Bradford and Sheffield via Barnsley and Wakefield, is facing stiff competition from a new National Express Shuttle.

Operating on a half-hour frequency, the Shuttle is operated by Yorkshire Riding's Leeds Citylink subsidiary. It provides a 30-minute frequency running direct between Sheffield and Leeds. Journey time is 50 minutes.

The high-frequency operation is modelled on similar National Express shuttle services from Leeds to Manchester/Liverpool and from Cambridge to London.

The X33 no longer carries its White Rose branding and is run by joint operators, Northern Bus, Yorkshire Buses, Yorkshire Traction and Yorkshire Rider. It is hourly from Leeds and from Bradford to combine into a half-hour frequency.

▼ **Coach**

Dead run service cost

AN article last week announcing Showbus' ferry-port 'dead run' service got the price wrong. The charge for an operator to register an empty coach going to or returning from

ferry ports, and have it published in an Internet database, is £2, not £32 as stated.

Contact Showbus on fax number 01494 558147 for details.

▼ **Coach**

It's Gail Hopes' Secrets passion

Coach Stop's flagship has £10,000 paint job

by Mark Williams

COACH Stop has set itself a new record for investment in a single vehicle with 'Secrets' - its 1997 flagship coach, which is set to stun operators at this weekend's Brighton Rally.

The Essex operator run by Gail Hopes has almost £10,000-worth of paint alone... three superb murals by airbrush supreme Paul Kerslake, on a theme dreamt up by Mrs Hopes. And it's the company's first Setra.

The 32 seater sports a level of equipment unlikely to be equalled this season. Fully colour co-ordinated, it has tables for every seat, a complete kitchen and the now-obligatory air conditioning.

What's more, Mrs

Hopes says it has work to match the £250,000-plus price tag.

"I have to say I wouldn't be so brave as to have a fleet of these vehicles," said Mrs Hopes. "But most of my corporate clients don't have any resistance to price - it's the quality they are after."

Mrs Hopes says the coach was ordered with eight extra seats so that it can be used for upmarket theatre trips and tour work if not required to be tabled: "But the Setra is a demonstration that we're always striving that bit harder to show what can be provided. I can't help setting myself the chal-

lenge." The Setra 250 has had all its extras fitted at the Evobus factory, which is reflected in the quality of the kitchen in particular.

Here, Coach Stop hostesses have, within arm's reach, two halogen hobs, microwave, sink, and carousel utensil storage. All cupboards have no-sag, retractable knobs and, to keep the kitchen in power, the coach has an underfloor generator. Meals are provided by a top-class restaurant.

Mrs Hopes has opted for a windowed rear section so that her hostesses can work in daylight... and as a marketing tool.

"Anyone looking in-



The 32-seater Setra sports a level of equipment unlikely to be equalled

▼ **Bus**

Rally setting for Harris Bus' LTB low-floor Optare Excel

HARRIS Bus has the first of its low-floor Optare Excels, due to go on to recently-won tendered London Transport Buses route 108.

The first off the line made its first public appearance at Cobham Bus Rally, where enthusiasts were provided with a stark contrast to preserved vehicles. The bus bears Harris' blue/green livery, with a diagonal route diagram on the side. Destination panels are fitted front, side and rear.

It will join seven others on the Stratford-Lewisham service, being branded Lewisham Link.

CBW



Rallying to the cause: Harris route branding makes destination clear...



Dream theme: murals by airbrush supremo Paul Kerslake

to the coach can see that it has a kitchen, and people working in it," she told *CBW*. "Too often, these facilities are hidden to everyone."

The seating is a divergence from the normal moquette, and is Evobus' floral fabric, with plum-coloured leather headrest inlays. Carpeting is similarly colour co-ordinated, and the curtains are crushed silk.

But the lively murals are its most eye-catching feature. For her £10,000, Mrs Hopes has bought a week's expert work on three, separate designs by Mr Kerslake. They depict a girl's dreams of whales

and dolphins, with the Halle-Bopp comet in the night sky. The rear panel - arguably the most prominent for passing motorists - is a simple but captivating portrait.

The almost complete absence of corporate style and phone numbers is deliberate. To accommodate the rear mural, even the Setra name plate has been removed... and Mrs Hopes is now considering reducing the already insignificant Coach Stop lettering on the side. She says her main marketing effort and brochures are underpinned by the quality of work, and on-vehicle sales messages amount to over-sell.



...and the lowfloor interior includes space for buggies

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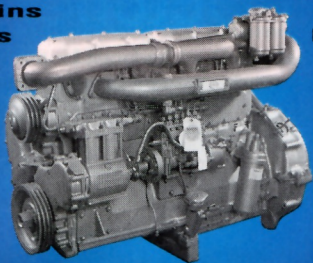
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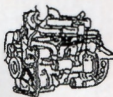
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▼ UK

Wallace Arnold's staff to fight on

Shearings md's reassurances fall on deaf ears

The story so far

22 March: Confirmation that sales talks were taking place between Shearings Holidays and Wallace Arnold Leisure Division

29 March: Shearings Holidays reassures Wallace Arnold staff that the company is safe in its hands and will be run as separate entity

5 April: Stock Exchange announcement confirms sales talks as angry Wallace Arnold staff picket Barr and Wallace Arnold Trust board meeting

12 April: Wallace Arnold staff intensify protests over takeover as Shearings Group md John Slatcher breaks silence to pledge no mass redundancies

ANGRY staff at Wallace Arnold Tours have vowed to continue to fight the takeover with Shearings Holidays, despite assurances from Shearings Group md John Slatcher that there would not be widespread job losses (CBW, 12 April).

Mr Slatcher moved to quell the rumours in Leeds over redundancies, dismissing speculation that up to 1,000 jobs were at risk as "wildly inaccurate."

He said the figure would be unlikely to top 100 and Leisureplus (the Shearings holding company) was committed to not just maintaining the brand, but to develop it and "build on the excellent reputation it enjoys in Yorkshire and across the UK."

Assurances were also given that none of the WA travel shops was to close and tour drivers would be "important to Shearings in maintaining customer satisfaction."

But WA staff in Leeds remained unconvinced and have carried their fight to shareholders through a mailshot and a

by William Golden

newspaper advertisement.

A senior spokesman for the Wallace Arnold Travel Shops management said: "Wallace Arnold is a team. The success of the travel shops is inextricably linked with the service and skills of our colleagues."

"We certainly do not intend to let our colleagues stand alone. Shearings' divide-and-rule principle will not buy our co-operation."

As the war of words continued, Mr Slatcher expounded on the logic behind the merger.

Why Rank sold Shearings

ANDREW Teare, chief executive of The Rank Group, said the parent company had sold off Shearings Holidays because it was "holding Rank back" and its profitability had been low in proportion to the level of investment.

Mr Teare, who was responding to a protest from a shareholder at the company's annual meeting, maintained there had been low customer satisfaction with some of the hotels used, compared with those operated within Rank's own holidays division.

He added that Rank had effectively been competing with itself by allowing Shearings to use hotels outside the group.

He said: "It is important to note that the coach holiday business is unique, requiring quite specific management skills."

"Leisureplus is the only major UK company that could bring those skills to Wallace Arnold, and to grow the brand to secure its future and that of its employees."

"Please bear in mind that the Wallace Arnold coach holiday brand has lost significant market share since 1993, a trend which we would be in a

position to reverse.

"We believe shareholders will be very interested in hearing the value we have placed on Wallace Arnold and in the opportunity the Wallace Arnold Board will have to significantly enhance the value of a share price, which has under-performed the market in recent years."

"Naturally we understand the concern an acquisition causes workers — Shearings has been acquired three times in recent years."

CBW

Shearings sets route

Wallace Arnold to be separate

by Andrew Jarosz and Mark Williams

SHEARINGS has reassured Wallace Arnold staff that the Leeds company will be in its hands. "Shearings' holding company Leisureplus will be the parent for Wallace Arnold should the sale go ahead, and Wallace Arnold will definitely not be absorbed into the Wigan unit's identity, it said in an official statement last week."



Same parent, different direction says Shearings as Wallace Arnold workforce launches protest but buyout creeps

FLASHBACK: 'Wallace Arnold will be safe in Shearings' hands'



WEATHER

City	Average temperature last week	City	Average temperature last week
Amsterdam	16C/61F	Madrid	16C/61F
Athens	12C/54F	Oslo	8F/46F
Berlin	12C/54F	Paris	20C/68F
Brussels	15C/59F	Rome	14C/57F
Dublin	14C/57F	Stockholm	5C/41F
Lisbon	20C/68F	Vienna	9C/48F
Luxembourg	14C/57F	Zurich	14/57F

DIESEL PRICES

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.56	Luxembourg	0.43
Belgium	0.56	Netherlands	0.55
Eire	0.54	Norway	0.72
France	0.52	Portugal	0.46
Germany	0.50	Spain	0.48
Greece	0.42	Sweden	0.65
Italy	0.61	Switzerland	0.64

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	19.06 Sch/£	Italy	2,695 Lire/£
Belgium	55.93 BFr/£	Netherlands	2.96 Gld/£
Denmark	10.39 K/£	Norway	10.56 Nkr/£
Eire	1.02 Punt/£	Portugal	265.40 Es/£
France	9.10 F/£	Spain	223.20 Pta/£
Germany	2.71 DM/£	Sweden	11.77 SKr/£
Greece	428 D/£	Switzerland	2.29 SFr/£

▼ Maintenance

Licence revoked because of 'horrendous' prohibitions

THOMAS Wilkinson's O-licence was revoked after the issue of prohibition notices to his two vehicles which were described as "horrendous" by North Eastern deputy traffic commissioner Brian Horner.

Mr Wilkinson, of 29 Dunsdale Road, Holywell, Whitley Bay, Tyne and Wear, who trades as Valley Coaches, of Whitley Bay, appeared at a Middlesbrough disciplinary inquiry. He held a two-vehicle O-licence and an operat-

One prohibition listed six defects, which included faulty brakes and steering, and the other listed 10 defects

ing centre at Shiremoor, Newcastle upon Tyne. Mr Wilkinson told the deputy commissioner one of the prohibited vehicles had never been on the road.

He had bought it as a shell and put an engine in it without realising the consequences. DoT vehicle examiner John Johnson said a maintenance investigation had been carried out in January by another vehicle examiner who had since retired.

Two vehicles were examined and two immediate prohibitions were issued, both of which were endorsed as showing a significant maintenance failure. One prohibition listed six defects, including faulty brakes and steering, and the other listed 10 defects. The inspection records for one vehicle recorded only the month and year without any mileage.

There were no inspection records available for the other vehicle and no driver defect reporting system. It was obvious from the defects found drivers were not carrying out daily checks and reporting defects.

Inspections were said to be carried out every four weeks but there was no forward planning

system in use. Mr Johnson agreed with the deputy commissioner both vehicles were in an appalling condition and the public could have been in very severe jeopardy. Mr Wilkinson agreed that, when the licence was granted, he had declared the maintenance would be carried out by a commercial garage. He said that he ceased using the commercial garage when he acquired a garage of his own.

He agreed he did not notify either the Vehicle Inspectorate or the Traffic Area Office of the change. He said he had only had one vehicle on the road for the last four years. It was engaged on school contracts and a small amount of private hire. The maintenance had been undertaken by his own fitters.

Mr Wilkinson agreed they were not PSV fitters and his intention was to employ a PSV fitter if he retained his licence. Asked how it was the vehicle used to carry schoolchildren was in such a highly dangerous state, Mr Wilkinson said he had thought everything was all right.

Having seen Mr Wilkinson's accounts, it was not a question of finance, said Mr Horner. However, there had been a disgraceful lack of attention to the undertakings given by Mr Wilkinson to obtain his licence.

Questioned about the vehicle not on the road, Mr Wilkinson

There had been a disgraceful lack of attention to the undertakings given by Mr Wilkinson to obtain his licence

said he had bought it without an engine in last December. He put an engine in and he had just got it running when the vehicle examiner came. The vehicle was not taxed, though it did have a Certificate of Fitness. He had bought it as a back-up vehicle.

Mr Wilkinson had held a licence since 1982. Asked how he had allowed the business to get into such a state, he said he'd had a lot of personal problems. He had delegated the maintenance to someone else but he realised he could not delegate his responsibility.

He was now employing a CPC holder who had instituted a planned maintenance system and a written driver-defect reporting system.

Revoking the licence, Mr Horner said he had been extremely alarmed by the nature of the prohibitions imposed on both vehicles

Mr Johnson said recent inspection records produced showed defects that ought to have been picked up by the driver. They were heavy goods vehicle type records rather than public service vehicle ones.

Revoking the licence, Mr Horner said he had been extremely alarmed by the nature of the prohibitions imposed on both vehicles. He did not think there had been any satisfactory maintenance going on in the past.

He had also been alarmed to think that one of the vehicles had been regularly carrying schoolchildren. There had clearly been a lack of accountability on the part of the driver. Even now, with the new system in place, only two defects had been reported by the driver, the last one being on 31 January.

He was always sorry when he had to make a decision affecting the future of a business but, nevertheless, he had a responsibility to ensure vehicles were operated in a safe condition. Mr Wilkinson had failed to face up to his responsibility and he had no alternative but to revoke the licence with immediate effect in the interests of public safety.

▼ Drivers' Hours

Tacho

DRIVERS' hours and tachograph offences have resulted in the Pullmans Group subsidiary London Coaches (Kent) Ltd, and one of the company's drivers, being ordered to pay fines and costs totalling £560 by Liverpool Stipendiary Magistrate Philip Ward.

Driver Geoffrey Belshaw, of 37 Lancaster Avenue, Mitcham, Surrey, pleaded guilty to:

- One offence of failing to use the mode switch of his tachograph
- One offence of failing to use a tachograph chart
- One offence of driving for more than 4½ hours without taking the required 45 minutes break, and
- One offence of taking insufficient daily rest

He was fined a total of £150 and ordered to pay £55 prosecution costs. The company, of Lower Road, Northfleet, Kent, pleaded guilty to:

- One offence of using a vehicle when the tachograph was not used in accordance with the regulations
- One offence of using a vehicle when a tachograph chart was not used.

It was fined a total of £300 and ordered to pay £55 prosecution costs. Prosecuting for the Vehicle Inspectorate, John Heaton said a 51-seater coach was seen early on the morning of Sunday 15 September at 7.40pm by senior traffic examiner Tony Smith outside the Gladstone Hotel, Liverpool, ready to take on passengers.

Mr Smith boarded the vehi-



Magistrate accepted this was

offences lead to fines for London Coaches

Pullmans Group subsidiary and driver in magistrates' court

by Michael Jewell

cle and spoke to the driver and as a result of those inquiries the offences came to light. Three of the offences related to driving on a previous day, 13 September.

The company was guilty of offences because the mode switch offence and the failure to use the tachograph correctly meant it had used the vehicle when the driver had breached the regulations. The drivers' hours and tachograph legislation was primarily safety related, said Mr Heaton, so there was control over the hours a driver was allowed to drive and the amount of rest he had to take.

If the mode switch was not used correctly, the record produced was misleading. On 13 September Mr Belshaw had driven for 5½ hours with a break of only 25 minutes.

The daily rest offence arose because he had only taken eight hours 20 minutes consecutive rest instead of either nine or 11 hours. When Mr Smith asked Mr Belshaw for his tachograph charts he had a chart for that day but he had not put it into the tachograph.

He should have put the chart into the tachograph and switched the mode switch to other work, said Mr Heaton.

When Mr Smith looked at the chart for 13 September, it was again misleading because of the position of the mode switch. There appeared to be no record of other work when Mr Belshaw was supervising the boarding of his passengers.

That was the sort of thing the enforcement authorities looked for on a coach driver's chart, as it affected his rest periods.

Asked why he had not been keeping a record on the Sunday morning, Mr Belshaw had said he had just moved the coach from the parking area as people were beginning to block it in.

He had said he thought he'd had sufficient break on the 13th and, as far as the mode switch was concerned, he'd thought it automatically turned over as it was an automatic tachograph.

Mr Belshaw had said he had been driving coaches for eight years. When interviewed, general manager and director Alexander Jones said the driver had to move the vehicle to prevent being boxed in. He did not think Mr Belshaw had intended to do anything

wrong. Mr Belshaw had since been seen by the operations manager and given tuition on the mode switch. All the company's drivers were going to be sent clarification on the use of mode switches and reminders about the drivers' hours and tachograph regulations.

Defending, Robert Locke said the offences against the company were matters of absolute liability and the pleas had been tendered on that basis. The offences arose out of a three-day tour of the North West by a party of 12 from the Far East, who had been collected from London on the 13th.

All appeared to be going well until the Sunday morning when Mr Belshaw was confronted by the traffic examiner. The party had not been due to leave until 8.30am that morning. However, Mr Belshaw was called to reception where he was told his coach was being blocked in by cars arriving for an auction, so he moved it a matter of yards from the back to the side of the hotel without thinking about using a tachograph chart.

The chart had already been made out ready for use but, in the heat of the moment, the use of the chart was overlooked. Mr Belshaw had been due to pick the party up from the Swallow Hotel in London on the 13th at 5am but they were not ready, so he did not depart until 5.15am.

The chart showed a rest period of 15 minutes, Mr Belshaw having driven for about an hour. He then drove to just before 8am before taking a break of 30 minutes or thereabouts.

Mr Belshaw was aware of the requirements on a driver and he had thought he had been taking his breaks at the required times. What he had done was not to make allowance for the fact it was not 15 minutes pure rest as the 12 passengers boarded the coach during that period, which was classed as

'other work'.

That had given rise to the mode switch offence as well, the automatic tachograph not distinguishing between rest and other work and the driver had to move the mode switch. As far as the other offence was concerned, Mr Belshaw should have taken nine hours rest and had not, there being a 40 minutes shortfall, said Mr Locke.

He was told the reason was that, on the journey between London and Manchester, it became apparent there was a problem with the vehicle in that a water leak had developed. A contractor in Manchester was called out to deal with it and, as a result, Mr Belshaw had to drive the coach to a car park where it could be dealt with by the contractors, who carried out emergency repairs to a hose.

He was asked to move the coach to another more convenient site by the contractors, but he refused as he was over his hours. Mr Locke said it was not a case of overt breaches of the regulations. There was no question of the company setting Mr Belshaw an unrealistic schedule.

Mr Belshaw had sought to avoid a far more serious problem which would have occurred if the engine had seized on a motorway. Fining the company and Mr Belshaw, Mr Ward said the reason for having tachograph regulations was to ensure drivers did not drive for too long. A significant number of accidents occurred simply through drivers becoming drowsy and hitting people stopped on the hard shoulder of motorways.

However, having heard the explanations, and appreciating the practical difficulties that could arise, he was satisfied the risk to the public had been minimal. He was prepared to accept this was a responsible company. He did not regard these offences as particularly serious, regarding the breaches as fairly technical, and he was imposing what he regarded as nominal fines.

CBW



a responsible company and imposed only 'nominal fines'



A first-class ticket for all passengers

ON a journey by train to the Borders I was impressed to find that at every stop each carriage steward or stewardess of the train operator, GNER, positioned themselves on the platform by each compartment door to meet and greet passengers and to assist with boarding and alighting if necessary.

This amazing transformation from the BR approach was only marred by the fact this treatment was only meted out to first-class passengers. Nevertheless, it served to remind me how often coach drivers fail to show this same courtesy and assistance to passengers.

I expect drivers to be the first off and the last on a coach. Not so they can sprint off to beat the passengers to the refreshment facilities, or to be the last one to return from a break. Rather to be at hand when passengers are boarding and alighting and to give a warm and welcoming salutation. If there was ever a circumstance where courtesy costs nothing but reaps rich rewards this is it. With the driver well on the way to receive a better tip and the operator more prone to repeat and referral business it beats me why drivers are not motivated (or if necessary ordered) to show this elementary care and courtesy to passengers.

If I had a £5 note for every time I have seen a coach driver sitting behind a steering wheel - as often as not smoking or reading a newspaper - while passengers board and alight, I would be a rich man. Some weeks ago I said that star, or other quality rating, of coaches or operations would do nothing, in itself, to

We need more than just a star-rating system

improve profitability. It is detail like this we all need to be examining. How can we 'roll the red carpet' out to our passengers? How can we give them first-class treatment? These are things we should all be looking at ourselves and reviewing and updating our practices frequently. Stars or any other sort of badges do not hold a candle to the practical quality initiatives that we can, indeed, must, put in hand ourselves.

As regular readers will know, I do like to sample bus services of others from time to time. An opportunity presented itself on my trip to the Borders. It was a sunny Spring day and I dis-

covered a local service that meandered in to Edinburgh serving a scattering of out-of-the-way villages. It sounded like a pleasant scenic ride, well worth the two-hour journey and £6 plus fare.

Really I should have quit when the vehicle pulled up at the stop. The windows were so dirty that vision of the local scenery was going to be seriously impaired. However, I paid my money and boarded, only to find that the interior was just as unwholesome. Indeed, this vehicle is hands down winner of the Marksmen All-Time Award for the Dirtiest PSV in Service.

The operator concerned, whom I am resisting the temptation to name, can ascertain which vehicle won this dubious accolade by inspecting the top rim of interior offside windows. On a rearward one on the vehicle in question, with no more than a licked finger, I wrote 'Marksmen' quite clearly and visibly in the grime of years. I might not have bothered to mention

this - although it concerns me that standards like these drive down the image of the industry - had it not been for the injunction in the operator's timetable. This read: "Cleaning Charge. (Please note if you bring children, animals or food and drink on to the bus) - £10 as a personal payment to the driver, who has to clean the bus - much more expensive if the bus has to be withdrawn from service."

I was tempted to ask whether, if I gave the driver £10 he would clean the bus. As it is I think that I will just send a copy of the timetable to the Inland Revenue. I would hate to think of drivers getting all these £10 notes under false pretences and not paying tax on them.



How can we 'roll the red carpet' out to our passengers?

Road to success: no such word as can't

AS a very small child I remember being told: "There is no such word as can't." It perhaps had a more profound effect on me than was intended, or than I realised; for I still believe nothing is beyond the reach of those with an absolute determination to achieve something. That is why I have little time for those who put up obstacles to achievement and progress (The "We can't do that because ..." brigade) and admiration for those with robust determination (Who have the "It may be hard, but how can we do it?" philosophy).

The publication of costing and pricing tables always brings out some of the former. "We can't get those sort of prices in our area" is a common cry. To which I have a one-word reply: Rubbish. It may be hard and there may well be competition from idiots set on financial suicide. But in all parts of the country there are

operators quietly beaver away getting good prices and making good profits.

Rather than emulate the kamikaze operators, it pays to look at the successful ones and emulate their success. Studying such operators is, almost inevitably, likely to reveal that attention to quality pays off; that there is a very positive attitude to marketing and presentation of vehicles, premises, staff, correspondence and publications; and that the entire staff has been trained or motivated to give the customer the best possible service.

If data could be checked it would almost certainly be found the successful operator will have excellent health and safety records, a much above average annual test pass rate and a low number of prohibitions in relation to fleet size. It is also a fair bet vehicle utilisation will be relatively high - a spin-off from good market-

ing, good reputation and positive selling.

There is no operator, large or small, that can't follow these paths to success. There are, sadly a good many who cannot be bothered to, or who do not believe success is possible, or who have such a rosy (but actually blinkered) view of their own performance they refuse to believe they are not models of perfection.

It is not easy to become more successful, but it is possible. It will not happen without real effort and a change of attitude from everyone. It may involve the killing of some sacred cows and the chasing out of old practices, to be replaced with new approaches and attitudes - not as lip service but very visible to passengers and potential customers. Above all there has to be a belief by everyone it will work and the seemingly impossible can be achieved.

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- 92 (J) DENNIS JAVELIN – ALGARVE 3.35,**
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- 90 (H) SCANIA K113 – PARAMOUNT 3500,**
49 recliners, toilet£79,950
- 90 (H) MERCEDES 0303 – PARAMOUNT 3500,**
48 recliners, toilet£82,500
- 90 (G) VOLVO B10M – EXPRESS LINER,**
51 recliners, rear 90 toilet, double glazed£82,500
- 90 (G) MAN 10.180 – ALGARVE,**
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- 89 (G) D.A.F. SB2305 – ALGARVE 3.35,**
53 recliners£55,000
- 88 (E) VOLVO B10M – DUPLÉ 320,**
53 recliners, toilet£54,950
- 88 (E) SCANIA K112 – UNICAR ELAN,**
49 recliners, toilet£49,950
- 86 (D) BEDFORD YNT – PARAMOUNT 3200**
53 seater, power door£24,950
- 84 (A) VOLVO B10M – DUPLÉ CARIBBEAN**
49 seats, power door, rear toilet£32,500
- 83 (Y) DAF MB – PARAMOUNT 3200,**
53 seats£27,500
- 83 (Y) LEYLAND LEOPARD – SUPREME IV**
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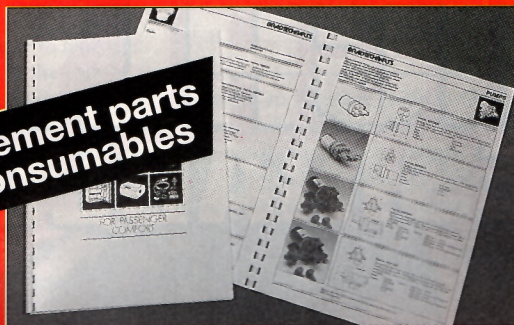
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There's no blue light but you couldn't miss it, could you?

Hop on the (police) bus

HAVING spent many years traversing the trunk routes of our fair land, some of MCW's Metroliner s have found much less taxing duties in later life.

In fact, their main role has been reversed from being constantly on the move to remaining static for long periods as mobile exhibition centres.

One of the more unusual users of such a vehicle is the West Kent division of the Kent County Constabulary, who invite members of the public to hop on the bus.

The coach originally joined the fleet of Western SMT new but was then sold on.

The transformation way down south came about courtesy of P&O European Ferries, who donated the vehicle, and sponsor, Sevenoaks District Council.

No, its striking appearance does not include flashing blue beacons but the sight of this Metroliner displaying POLICE below its windscreen must be quite a sight in a motorist's rear view mirror.

DIARY



Dennis a menace - to competition

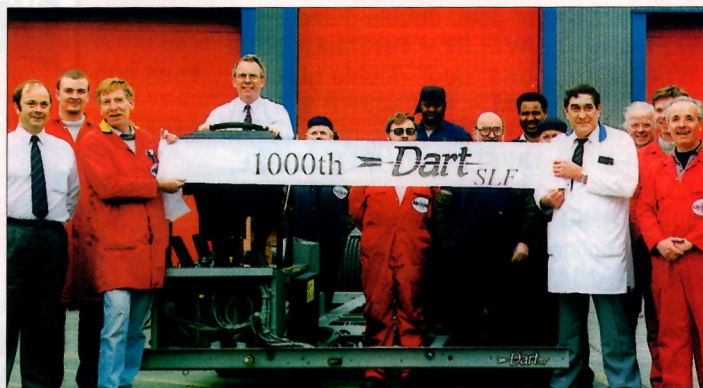
DENNIS managing director John Smith is clearly delighted with the success of the Dart SLF, production of which has just clocked up 1,000 in just over 12 months since its launch.

With Mr Smith in the driving seat, Dennis has spear-headed the low-floor revolution

in the UK and is making in-roads into some export markets as well.

The publicity shot outside the factory effectively shows the SLF's low frame height. It contrasts with the banner held aloft by the assembled workers - too high for some of their colleagues who are forced to peer over the top.

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Low floor, high banner: John Smith with Dennis workers

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LETTER OF THE WEEK



UK is behind in this exciting technology

From Vincent McKenna

I have noticed your editorials and the correspondence concerning The Internet and Web sites. I must say that, when I have been searching the Web for bus companies, there are very few to be found in the UK. However the USA, Hong Kong, Middle Eastern and South African coach and bus sites are numerous.

The advantages of email and Web sites are substantial, especially considering the initial and ongoing cost. I often email customers in various countries around the world informing them of new products, expected deliveries, flight details etc and the cost can be less than one pence. This cost is not per letter but per minute used, and I can send many letters in a minute.

Here in the UK we seem to be behind in this exciting new technology. There are so many advantages with email and the Net that are too numerous to mention.

I foresee in the future using the Net will be as common as using the fax but far cheaper.

For any interested party I have just written and published my web site. It can be located on <http://mckennabrothers.co.uk>. Should you wish to email me use vincent@mckennabrothers.co.uk. I am always happy to receive any comments.

Vincent B McKenna
McKenna Brothers Limited
McKenna House
Middleton
Manchester

Not the way to do it

From Chris Wood

Your Diary item showing a bus stop (CBW, 1 March) demonstrates what happens when local authorities try to provide facilities for sustainable forms of transport while avoiding inconvenience to motorists: a cycle track on the pavement, negotiating a layby bus stop by means of an appallingly bad design.

Despite space on the road, pedestrian space is halved to provide a cycle track. This sort of cycle track is, in any case, far from ideal, as it tends to remove cyclists' priority at junctions (I wonder if there's one of those ghastly 'cyclists dismount' signs around the corner too?).

Buses are also kept out of the way of cars with a layby, which makes correct alignment of low-floor buses and re-entry into the traffic stream difficult. So, despite the space available between the edge of the main carriageway and the garden walls, cyclists and pedestrians (including people waiting for buses) are crammed into a narrow space.

It is quite common on the Continent to have cycle tracks running between bus shelters and the kerb, which works satisfactorily in general, but there the space provided is much more generous (and cyclists are often required to give way to bus passengers).

The only winner in the present example is the car, which actually ends up with more road capacity, as cyclists and stationary buses are out of its way. Yet, in this example, the result could have been so much better:

1) There is space for the cycle track to be

reclaimed from the carriageway.

2) A bus boarder could be provided for the benefit of passengers and of the bus returning to the stream of traffic.

3) This would actually liberate space to take the cycle track off the road and around the rear of the bus stop, with only two cyclist/pedestrian interfaces.

Thus everyone would have been a winner. Oh, except for the poor, hard-done-by motorist, of course.

Chris Wood
Researcher
Centre for Independent Transport Research in London
London E1

Were we first on Net?

From David Whitley

I write with reference to an article (CBW, 1 March) regarding the advertising of coach and bus services on the Internet.

While I am aware that the article refers to coach companies, I wonder whether Thames Transit can lay claim to being the first bus company on the Internet. Since August 1996, with the help of Internet Consultancy, OXLink, the company has advertised its timetables and fares on the 'Net', also displaying the address on the rear windows of the famous inter-city express, the Oxford Tube. More recent additions to the site have included job vacancies as well.

We have had several inquiries made through the innovative service and will be looking at e-mail later in the year. By using a consultancy, the costs can really be driven down, as well as giving direct links to other sites. OXLink

Write to: The Editor
Coach and Bus Week
EMAP Automotive Ltd
Wentworth House
Wentworth Street
Peterborough PE1 1DS
fax: 01733 467154
e-mail: FrankF@automotive.emap.co.uk



Keep those letters rolling in. If requested, we will publish them anonymously, but always include your full name (ie, first name and surname), address and telephone number



Letter of the week
wins a Corgi
Classics model bus

provides an Internet guide to Oxfordshire's leisure and tourism, which obviously links well with coach and bus operations.

If you have a chance, why not visit us at www.oxlink.co.uk/oxford/tube or www.oxlink.co.uk/heathrow/tube or www.oxlink.co.uk/travel/transit.html.

David Whitley
Executive assistant
Thames Transit
Cowley
Oxford

Two-faced councils

From Frank Chandler

To me it is two faced that council school transport departments issue stupid and panic-inspired rules with regard to seatbelts and age of vehicles ie, five to 10 years old on schools vehicles travelling no more than 40 miles a day, especially when they do not have the cash to back it up. Yet, when they go on holiday or a council-sponsored trip abroad, they are quite happy to travel on a 20-year-old airplane, or boat, and travel for anything up to 6,000 miles.

Frank Chandler
Carriageways
Wilstead
Beds

An irresistible people mover

Blackpool's Balloon trams were giants of their day tipping the scales at 22 tons



The Blackpool tram is an icon of the English seaside. It's also the last revenue-earning vestige of the Victorian and Edwardian urban tram systems that once operated in just about every town and city across the land.

In their heyday, over 14,000 trams operated in Britain, and Blackpool – a town which today has a population of around 150,000 – was running 200 at the peak of its system in 1950. In those days before the British masses could afford to reach warmer climes, the Lancashire beaches were crammed with holiday-makers and the town's trams shifted 50 million passengers a year.

You could knock the nought off the end of the figure to get closer to the number of passengers using the 90 trams today, and the system is confined to the busy 11-mile shore from Fleetwood to Starr Gate. Even so,

Blackpool without its trams would be as unthinkable as the town without its tower, Pleasure Park, candy floss or its legendary landladies.

Yet Blackpool Transport Services insists it isn't just running a gentler form of roller-coaster or some sort of working museum.

The trams, like the company's buses, are an integral part of the area's



public transport system.

Of course, it has some museum pieces in the fleet. Double-deck tram No.700, which began life in 1934 as No.237 still oozes some of the Art Deco streamlined elegance of the days when Blackpool's trams were

trend-setters for the few other undertakings still investing in their systems. It was one of 27 'balloon' double-deckers supplied by English Electric in 1934/35, the middle years of an investment programme that saw 116 new American-style trams bought by Blackpool Corporation.

The 'balloons' and their single-deck contemporaries were the cre-

ations of Walter Luff, the far-sighted general manager who ran the system from 1933 to 1954. His aim, he said was to 'make the cars so attractive that people cannot resist boarding them' and it was at his instigation that the town turned from red to the green livery that survives today on all but the more garish sponsored trams on the seafront.

The 'balloons' were giants of their day. Tipping the scales at 22 tons fully laden and worked by a driver and two conductors, these were mass movers with seats for 84 in the all-weather version. No.237 was one of 13 94-seat open-toppers which offered all the fun of the seaside breeze until wartime conditions led to them being fitted with enclosed top decks in 1941/42. One of them, No.706 (243 until 1968) was restored to its original state for the Blackpool tram centenary celebrations in 1985.



Blackpool without trams - as unthinkable as the town without its tower

Win a Corgi model of a Blackpool tram

Complete this form by answering the three questions below and filling in your name, address and telephone number. The first six sets of correct answers drawn from the hat will win a 1:76 scale Corgi model Blackpool tram number 237 in post-war livery.

Emap employees and members of their families cannot enter.

- 1) What was the maximum number of passengers carried by Blackpool's trams in one year?
- 2) What is the nickname of Blackpool's double deck trams built in 1934/35?
- 3) Name the general manager responsible for Blackpool's 116 American-style trams.

ANSWERS:

1) 2) 3)

Name Position Company

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55R
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1994 L DAF SB3000 Van Hool Alizee 'DH', 51R/ Toilet
1994 L DAF SB3000 Int Retarder, Van Hool Alizee
'DH', 51R/Toilet
1994 L DAF HS2700 Auto Van Hool Alizee 'H',
51R/Toilet
1994 L MB230LT Auto Van Hool Alizee 'H', 51R/ Toilet
1993 K DAF KS3000 Auto Van Hool Alizee 'DH',
51R/Toilet
1993 K DAF SB3000 Van Hool Alizee 'DH', 51R/ Toilet
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1993 K DAF SM230LT Van Hool Alizee 'H', 51R Toilet
1992 J DAF SB2305 Duple 340, 57R
1992 J DAF SB3000 Van Hool Alizee 'DH', 51R Toilet
1992 J DAF MB230LB Van Hool Alizee 'H', 51R/
Toilet

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1996 N DAF SB220 Auto, Northern Counties
Paladin, 49 str bus
1995 M DAF SB220 Auto, Northern Counties
Paladin, 49 str bus
1995 M DAF DB250 Auto, Northern Counties
Palatine II, 77 str double deck bus
1995 M DENNIS DART Auto, 10M, Plaxton
Pointer, 40 str bus
1992 J DAF SB220 Auto, Ikarus Citibus, 48 str
bus

1992 J DAF MB230 LT Van Hool Alizee 'H', 51R/ Toilet
1991 H DAF SB2305 Van Hool Alizee 'DH', 51R Toilet
1990 G MB230LB Van Hool Alizee 'SH', 53R/Toilet
1990 G MB230LB Van Hool Alizee 'H'
1990 G DAF SB3000 Van Hool 'H', 49/Toilet
1989 F DAF SB2305 Van Hool Alizee 'DH', 53R
1989 F DAF SB2305 Van Hool Alizee 'DH', 51R/Toilet
1989 F DAF MB230LT Plaxton 3500, 51R/Toilet
1989 F DAF MB230LB Plaxton 3500, 52R
1989 F DAF MB 230LB Plaxton, 51R/Toilet
1988 E DAF SB2300 Van Hool Alizee, 51R/Toilet
1988 E DAF SB2300 Duple 340SL, 53R
1988 E DAF MB230LT Plaxton 3500, 51R/Toilet
1988 E DAF MB230LB Plaxton 3500, 53R

HIGH QUALITY USED COACHES

1995 M MERCEDES 709, Autobus Classique, 25 str,
bus seats
1993 K MAN, Jonckheere Deauville, 51R/Toilet
1993 K DAF SB2700 HS, Caetano Algarve, 53R
1991 (H) DAF SB2305 Plaxton 3200 LD 55R
1990 G VOLVO B10M Plaxton 3500, 49R/Toilet
1990 G DAF DHTD Duple 320, 57R
1990 (G) SB3000 VAN HOOL ALIZEE DH, 51R/toilet,
air con
1991 (H) DAF SB2305 Plaxton 3200 LD 55R
1989 G SCANIA K113 Van Hool Alizee 'SH', 49R/
Toilet
1989 F DAF MB230 Van Hool Alizee 'SH', 53R/ Toilet
1989 (F) SB3000 VAN HOOL ALIZEE DH, 51R/toilet,
air con
1989 (F) VOLVO B10M Van Hool Alizee H, 53R
1989 PP BOVA FUTURA FHD, 49R/Toilet
1989 SB3000 Plaxton 3500, 51/Toilet
1988 VOLVO B10M, Plaxton 3500, 49R/Toilet
1988 PP BOVA FUTURA FHD, 49R/Toilet
1988 E DAF SB3000 Van Hool Alizee 'DH', 51R Toilet
1988 E SB3000 Van Hool Alizee SH 49R/Toilet
1987 E DAF SB2300 Plaxton 3500, 53R, air
conditioned
1987 D DAF 2300 Van Hool Alizee 'H', 49R/Toilet
1987 D DAF SB 230LB Duple 340, 53R
1987 D VAN HOOL T815 51/toilet

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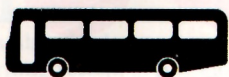


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LOOSE wheelnuts are a serious problem for maintenance but may be, quite literally, a matter of life and death.

A combination of factors loosen wheelnuts, and the result can be the release of a massively heavy wheel with enough momentum to flatten a pedestrian. This actually happened in South Wales earlier this year, when a young man was killed by a coach wheel as he walked to work.

In independent trials in the USA, where the nuts are made, a special Junkers vibration test quickly loosened a conventional nut but the Disc-Lock lost only a small amount of its torque before locking solid.



Small price to pay: Disc-Lock locking wheelnuts from BBM

The secret of its performance is the design - a three-part nut in which the two main parts of the body turn independently. Any tendency of the washer face to turn results in two cams rising against each other and forming a mechanical lock with the wheel stud thread, locking the nut to the thread. Yet a simple turn with a tommy bar (never an air wrench) releases it in seconds.

Disc-Lock is now being sold by Warwickshire-based Bus Bits and

More, who can also supply a free video explaining the technical aspects of what is a very effective device, already fitted to vehicles in fleets such as Warrington Borough Transport, Tappins Coaches, Stevensons, and Yorkshire Rider.

What price are you placing on increased safety for your passengers... and perhaps pedestrians? Find out by talking to Bus Bits and More on 01789 765025, fax 01789 765003.

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COACH AND BUS WEEK

**COACH
INDUSTRY
AWARDS**

1997/8

IN ASSOCIATION WITH
THE COACH TOURISM COUNCIL

Will you be among this year's winners?

**Mike Morgan looks forward to the next
Coach Industry Awards**

IT might be a tired cliché but there's a remarkable ring of truth in the expression that time passes quicker as you get older. And it's certainly true with *CBW's Coach Industry Awards*, now in its fourth year.

With memories of last November's Awards ceremony still fresh in our minds it is amazing that five months have passed since the British coach industry assembled in Bournemouth for our annual celebration of excellence.

Experience tells us that inevitably the next seven months before the presentation ceremony for the 1997/8 Awards will pass very quickly. There is much to organise and *CBW's* events machine is getting into gear.

Although a time and place for the big occasion have yet to be confirmed, a timetable for judging has already been arranged.

It follows, therefore, the time has come for *CBW* readers to take their first step towards success in the coach industry's 'Oscars'. If you want to enter you must use an official entry form so use the application form with this issue of the magazine.

Remember, if you don't enter you can't win. But experience tells us that it's not only the winners who take all the accolades. There is merit in taking part and considerable credit in being listed among the finalists by the judges.

Although the Awards categories remain largely unchanged, there has been some fine tuning to reduce the number.

The prestigious Coach Operator of the Year categories are the same as last year — 1-15 vehicles, 16-39 vehicles, 40-plus vehicles and overall Best British Coach Operator. Because entrants for these awards will have to demonstrate achievement in the areas of safety and innovation, separate presentations for these essential criteria have

been dropped for 1997/8.

Three 'people' awards put the focus on the industry's top drivers, managers and engineers.

Our awards are run in association with the Coach Tourism Council and there are four categories specifically for the tourism sector - Group Attraction, Group Accommodation, Coach Sea Route, and Tour Wholesaler. Note that Cross Sea Carrier of the Year has been renamed Coach Sea Route of the Year to clarify the nature of the award which is open to any operator of a service which carries coaches across or under the sea.

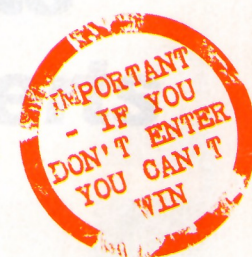
There are five additional categories which give all coach operators further opportunities for recognition. Training, marketing, livery and brochures are among these categories for which size of business is not a condition of entry. Large or small, these could be the categories for you as long as you can demonstrate excellence. In addition there are awards for tour programmes and day excursion programmes, while the contribution of suppliers and dealers is recognised with awards for these two sectors.

For all 19 awards listed so far entry is by self nomination. If you don't enter you cannot win.

So don't forget to fill in the application form now. The sooner you get the entry form the more time you will have to prepare before the deadline on 20 June 1997.

Meanwhile, later in the year there will be special voting arrangements for our five remaining categories. So watch out for details in a future issue of this magazine.

■ **Coach Manager of the Year 1996/7, Steve Whiteway, has given driver recruitment new pep with open day - see page 28.**





COACH AND BUS WEEK

COACH INDUSTRY AWARDS

1997/8

IN ASSOCIATION WITH
THE COACH TOURISM COUNCIL

AWARDS



Doing it our way

**Overall Coach Operator of
the Year 1996/7 Epsom
Coaches is recruiting
drivers for the millennium.
Operations director Steve
Whiteway explains**

**‘The
message is
train for the
long term
future of the
industry,
recognise
modern-day
working
practices, and
don’t expect
others to train
your staff’**

IT is evident there is a shortage of coach drivers within the industry and for a number of years we have recognised it is no longer realistic to expect to take on experienced people with the appropriate licence. Therefore, we have tended to train out own people from car licence level, using our own instructors. In fact, some 80 per cent of our coach drivers have been trained from scratch, in house. With continued fleet expansion and a wider spread of work we needed to recruit up to 10 additional drivers. A recruitment seminar was set up and advertised locally for prospective drivers to spend half a day with us on an information basis and learn more about the job and what we could offer.

Over three days we entertained around 120 people by appointment in groups of up to 20. After an illustrated presentation about the company, the groups were shown round accompanied by senior members of the operations team. A short drive in a coach followed with the chance to ask questions afterwards over coffee. The informal atmosphere encouraged questions and my team members were able to gauge the attitude and suitability of those around them far better than they would in a short interview. A post mortem was held among the team after each session and those favoured were noted. Applicants were given an application form to take away and book an interview if they wished to proceed. A comprehensive job description was given to each individual giving a ‘warts-and-all’ view of the life of a coach driver with Epsom Coaches. After rejecting applicants from the post-mortem reports we finally interviewed around 40 people of which 12 were taken on for driver training.

We offer employment only after successful completion of the PCV test and the applicant pays for 50 per cent of the cost once employed in seven equal payments deducted from salary. Should they leave within two years the balance is payable. This encourages loyalty, although we don’t have a problem keeping drivers once they start unless they move to another industry. After training and at commencement of employment a further three weeks’ training includes familiarisation with our fleet and procedures, and six days out with an instructor learning the tourist routes through London, Stratford, Bath, etc, and the principal airports. After this they accompany a senior driver for a further 12 days to ensure complete familiarisation.

Only then are new drivers allowed out on their own, with direct feedback obtained from the client through daily, telephoned courtesy calls. We have to be sure the end user is getting what we train into people. So far we seem to be succeeding, as all the new recruits have taken to the way of life, many following a second career at 50 plus.

I firmly believe by investing the time and money at the outset, and training drivers from scratch is better value for money as I can train to my standard and take on someone else’s liability. It is also important to be flexible in the working hours you expect of people. The number of people prepared to work 70-plus hours per week is diminishing and I am happy to offer reduced hours contracts, guarantee no Sunday working and allow holidays in the Summer for those who want it. By this method we can attract more people to our industry. Operators need to ensure conditions are at least reasonable compared to other sectors. Drivers will always have to work a long day, but not necessarily a longer week. The average for my coach drivers last year was 47 hours per week, including breaks. 



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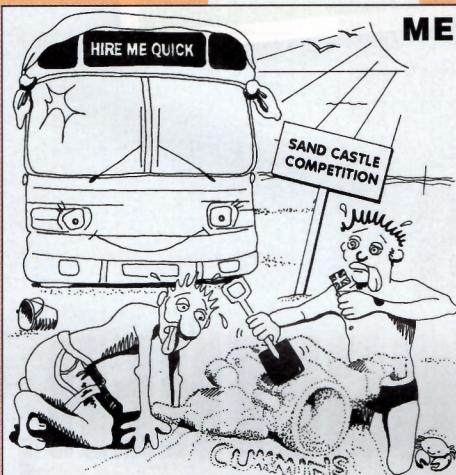
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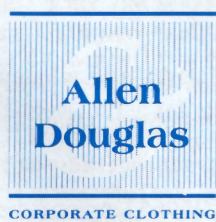
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YEATES

Mistral blows into Durham

Awards finalist sticks with classic livery

by Mike Williams

THIS air-conditioned Jonckheere Mistral on Volvo B10M takes pride of place at the front of Durham City Coaches' high-spec fleet.

The coach has the usual refinements, including centre sunken toilet, video, drinks machine and carpeting, but adds 49 top-quality seats, aircraft lockers, fridge and a CD autochanger as part of the audio-visual system to move it well into the top league.

A finalist in the Fleet Livery category at CBW's 1996/7 Coach Industry Awards, Durham City has stuck with the classic black, gold and red livery. And it would have made it to the Brighton Rally had duty not called... for an entire month.

"The coach is currently in Italy, where it will remain until mid-May doing transfers and excursions for Travelsphere" said director Michael Lightfoot.

"In all, it will handle four groups - the group it took returning by air, two air travel groups, and the final group arriving by air but returning by coach."

It will then go on to Durham City Coaches' corporate work, down-seated and with tables, as well as being available for private hire, he said.



Deals in Brief +++ Deals in Brief +++ Deals in Brief +++

Delta dedicated to Leger



THE Leger Travel livery explains the work this Volvo B10M GL Jonckheere Mistral, from Yeates, will be doing for Delta Coaches of Stockton-on-Tees. The 53-seater is fully air conditioned, with seat belts, video and double glazing.



Super Bova

DOCHERTY of Irvine will be using this Bova Futura 12.330, supplied by Moseley, on a range of work including tours. The air-conditioned 49-seater has an electric water boiler, coolbox, toilet, double video monitors and continental door.

CBW



+ Deals In Brief +



Daily dial-a-ride

AYLESBURY Dial-A-Ride has taken two of these Iveco 49.10 DailyCoaches. The 15-seaters have been converted by **Euromotive** of Kent for wheelchair use, funded by Aylesbury District Council, Bucks County Council and Bucks Health Authority. Within a month of announcement, ridership on the scheme had doubled.



Amport has 53

THE 53-seat capacity of this B10MGL Jonckheere Mistral from **Yeates**, for Amport and District Coaches of Andover, makes it a true people carrier. The coach has video, seat belts and continental door.



Wrigley's midi

THE **Caetano** Optimo III, finished by SC (UK) Ltd, was the choice for Wrigley's Coaches of Iriam, near Manchester. The 21-seater will be used on private hire and excursions.



AW GROUP

Driver's choice is

Crusader's Beulas meets high-spec fleet standard

THE third Beulas-bodied Iveco EuroRider for Crusader Holidays of Clacton-on-Sea has all of the equipment which is a standard in the fleet.

That means air-conditioning, toilet, servery, aircraft lockers, quality seats with footrests and full audio system. And it has just 48 seats: "With 49 seats, you sacrifice some comfort," said Roger Staines,

by Mark Williams

md of the Essex company.

Since the first EuroRider, Crusader has been very happy with the marque: "We had some minor teething problems, but AW Group has proved it has learnt from them.

"The first had some



EuroRider

electrical problems, but Beulas dealt with them as they cropped up, and modified the build when they were solved. So far, so good for the second and third," he said.

The massively-powered EuroRider has 345 bhp on tap, and has proven equal to the challenge of Crusader's Continental touring programme. If Mr Staines has any fears, it's

that Iveco has squeezed a great deal from a relatively low-capacity engine - under 9 litres - and that it won't have the longevity of heftier units under less stress.

But there are no doubts about its acceptability to Crusader's career tour drivers. More than anything, it has inspired confidence, and that, says Crusader, is worth having.



KIRKBY

Plaxton goes on Safari

THIS Javelin Premiere is a double first for Hetton-le-Hole operator Safari Travel, experiencing both manufacturers' products for the first time.

The coach will be used on airport and tour work, with 53 seats and double-glazing. No, it's not going on Safari... the company's name derives from its first business, hiring self-drive Land Rover Safaris!

"This is our first new coach for seven years," said founder Ron Aken-

head. "We chose Dennis in the expectation of getting better fuel economy than we have with other types, and we'll be watching the coach closely over the coming season."

"As our newest coach, it will obviously be used primarily on our front-line operations," he said. "But a business like ours handles all kinds of work, and we need coaches which are suitable for everything from local private hires through to holiday tours."



YEATES

Deauville for Johnsons

JOHNSON Brothers Tours of Worksoop bucked the trend for every Jonckheere to be the new Mistral by ordering this Deauville with Volvo B10MGL chassis.

The 51-seat coach was chosen for the simplest reason of all - the three Johnson brothers like their style: "I like the Mistral too," said transport manager Lee. "But I'm not fond of the trend towards plastic."

Tradition is what this vehicle is all about. It has Johnson's blue, gold

and white livery, polished alloy wheels and a pair of roof-mounted air horns.

Nonetheless, the seating is the latest Fainsa Gaudi Americana, and it has been equipped with a top-quality Shades Technics loo.

The vehicle is one of four new for this spring, including a low-driver Van Hool which will be at the Brighton Rally. It joins 45 other vehicles, half of which are contract

CBW

IRS scheme breaks 200

Operators sign up for 'peace of mind'

COACH breakdown specialist Independent Recovery Services has now grown beyond 200 coaching members, but says its high-tech system can cope with 10 times that number.

The Rochester-based company, which started its business in truck recovery, is now mounting a challenge to established operators in the car market, such as National Breakdown and Green Flag, with an all-in recovery premium which can be half the cost. It is made possible by the latest computer technology, and specialised telephone links which can even identify the location of the members on mobile phones.

IRS is the brain-child of Pat Collins, whose knowledge of the truck industry through his brother's recovery business identified a situation where haulage firms couldn't get approved recovery services when they needed them, yet wreckers were standing idle all over Britain, in recovery firms and haulage firms, for lack of work.

The coach scheme puts the same elements together: "But I quickly became aware that, though they are both heavy vehicles, coach recovery is not the same as truck recovery," said Mr Collins.

"Coach recovery is a specialised game, and we simply couldn't send out truck fitters."

So IRS set about identifying the special-

ists, some of whom are themselves coach and bus operators, and encouraged them to join the scheme if their equipment and commitment could match IRS' extensive rules. In the main, IRS has approached recovery firms after getting a personal recommendation, but as a mark of commitment, firms still have to pay £150 annually to stay on the IRS list: "Those who are serious about the business pay without problems," said Mr Collins.

Cost to the coach operator to join the scheme is a flat £200, once-in-a-lifetime bonding fee. For the money, the operator gets a genuine, 24-hour service

by Mark Williams

which includes roadside assistance, recovery and replacement coach at set, international rates which are laid down by IRS.

For example, no member can be charged more than £20 for call-out, or more than £30 per hour for a service van and fitter. Recovery will not cost more than £50 per hour, and hire rates for replacement vehicles are set at £20 call-out, £100 for the first two hours and a flat £1 per mile. Even coach storage has set rates, of £14 a day open-air, and £16 a day under cover, with a £3 a day London weighting.

"Registration also



Md Pat Collins: 'coach recovery specialised'

provides the operator with the opportunity of mutual trading when his vehicles are used during a breakdown, so it can also provide income" said Mr Collins.

IRS is rapidly refining its European service, too. It already has Paris covered by one of the city's state-contracted recovery firms, and Spain by a deal with a national coach recovery federation. A trip to Germany next month will fine-tune arrangements IRS already has.

The attraction for the recovery companies is fast, efficient payment from IRS, which for the same reasons demands payment from the operator within 14 days. Every recovery bill is vetted by

IRS and, if there is any indication of profiteering or 'cherry picking' the hassle-free jobs, the recovery company loses its membership.

The engine room of the IRS business is the control centre, from which IRS co-ordinates every recovery within 45 minutes of receiving the distress call, day or night. Using 'intelligent', computerised mapping, it locates the nearest recovery specialist and nearest member, if a replacement coach is needed. Using a special system, IRS can identify the location of the phone, land line or mobile, on which the call has been made, and can even connect the call through to the coach's operator on request.

IRS must, of course, get its share of each job, but it levies a single, fixed fee for each, regardless of the nature of the breakdown: "We are finding the service has its own dynamism - driven by operators," said Mr Collins.

"Our priority is to enhance the quality, not the quantity, but my ultimate goal would be to convert it to a recovery service for which the operator pays one fixed premium every year to cover everything."

 **IRS is at Empire House, Sunderland Quay, Culpepper Close, Medway City Estate, Rochester, Kent ME2 4HN, tel 01634 294400, fax 01634 716464. Ask for Lee Puffett.**



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Eberspacher.

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courier seat.

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1987 D Freight Rover Carlyle 20-seat bus

1989 F Freight Rover Carlyle 20-seat bus

1989 G IVECO 49.10 Robin Hood 23/25 seat buses, choice of two

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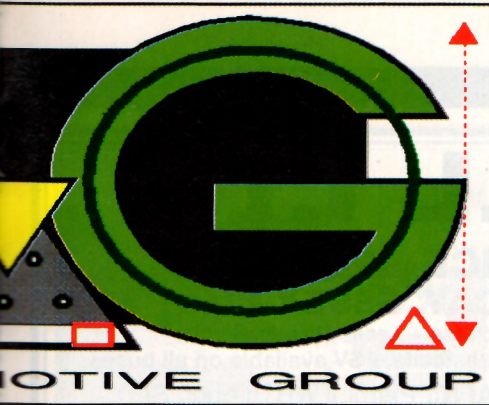
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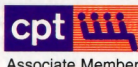


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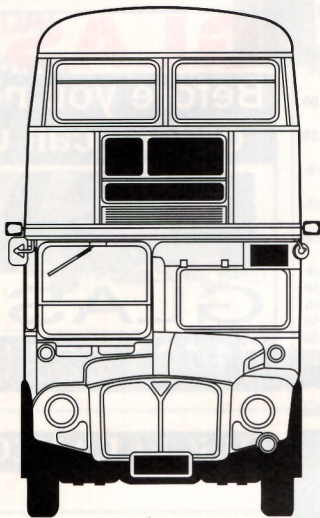
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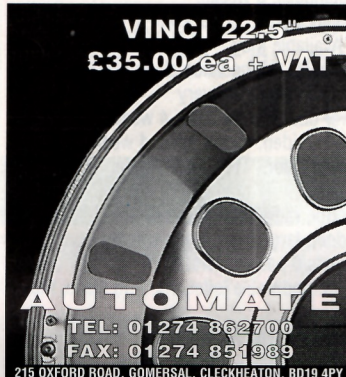
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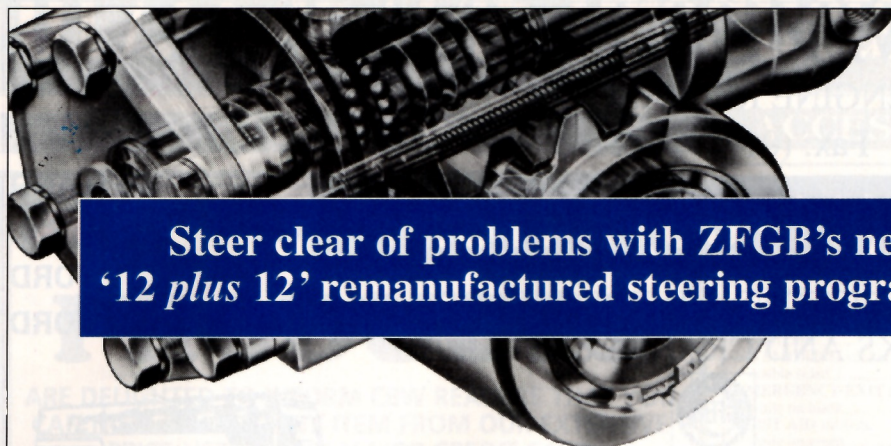
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PUBLIC NOTICES

STAGECOACH GIVE UNDERTAKINGS FOLLOWING MMC REPORT

John Taylor, Minister for Corporate and Consumer Affairs, announced on 7th April 1997 that he had accepted undertakings from Stagecoach Holdings plc to remedy the adverse effects on competition identified by the Monopolies and Mergers Commission (MMC) as a result of the acquisition by Stagecoach of Ayrshire Bus Owners (A1 Service) Limited.

These undertakings restrict Stagecoach's ability to exploit the strength of its position by raising fares and cutting services and are requisite to remedy the adverse effects identified by the MMC.

Further details including the text of the undertakings can be obtained from Trevor Kenney at the Department of Trade and Industry, Consumer Affairs and Competition Policy Directorate, Bay 6.S.16, 1 Victoria Street, London SW1H 0ET - telephone 0171 215 5759.

MONOPOLIES AND MERGERS COMMISSION REPORT ON THE SUPPLY OF BUS SERVICES IN THE NORTH-EAST OF ENGLAND

Mr John Taylor, Corporate and Consumer Affairs Minister, announced on 3rd April 1997 that he had accepted undertakings from the Go-Ahead Group plc to remedy the adverse effects on competition identified by the Monopolies and Mergers Commission (MMC) in their report concerning bus services in the north-east of England (Cm 2933).

The undertakings are broadly in line with the original recommendations in the report by the MMC which was published on 3rd August 1995.

Copies of the full text of the undertakings can be obtained from

Mr John Overton, Department of Trade & Industry, Consumer Affairs and Competition Policy Directorate, Rm. 6T.11, 1 Victoria Street, London SW1H 0ET - telephone 0171 215 5548.

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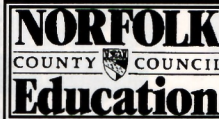
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Full details and the tender documents are available from: Education Transport, County Hall, Martineau Lane, Norwich NR1 2DL.

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If you are interested and have already submitted your pre-qualification documents then you need take no further action at this stage. However if you are interested and have not completed London Transport's pre-qualification system for bus service tendering then you must do so by 16th May 1997 in order to receive invitations to tender for the above routes.

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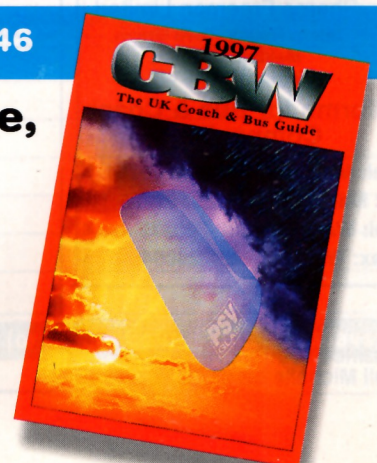
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▼ Rail

Garnett further down track

FORMER Eurotunnel commercial director, **Christopher Garnett** is promoted to vice president - rail, by Sea Containers Ltd, the company which he rejoined in 1995.

Mr Garnett also

serves as chief executive of the Great North Eastern Railway which operates the East Coast Mainline.

Before joining Eurotunnel in 1990 he managed the Eastern Division of Sealink for Sea Containers.

▼ Bus

Depot engineer at Kendal

ALISTAIR Thompson succeeds **Eddie Jones** as depot engineer at Stagecoach Cumberland's 50-vehicle Kendal depot.

Mr Thompson, 29, moves from Cowie-owned

Nothumbria Motor Services.

He was previously depot engineer at 22-vehicle Hexham depot where he is replaced by **Gavin Cape**, 25.

▼ Manufacturer

Two execs join LDV board

BIRMINGHAM-based minibus manufacturer, LDV, has appointed two new executive directors to its board. **Clive Griffiths**,

47, moves from Crown Cork & Seal and **Ken Ogilvie** joins from accountants Coopers and Lybrand.

▼ Rail

Coach man md for rail

Nat Ex's McPherson at ScotRail

by Mark Williams

NATIONAL Express acted swiftly when it took over ScotRail and installed its Glasgow-born commercial director, **Alastair McPherson** (right) as managing director.

Mr McPherson, 45, replaces John Ellis.

Although commer-

cial director was his principle role before this latest promotion, he had additional responsibilities for all the group's coach and bus operations in Scotland.

He is a member of



the chartered institute of transport and was previously with Busways in Newcastle before joining National Express in 1990.

▼ Coach and Bus

Bateman's duties extended to Metro

TRAVEL West Midlands has announced a new role for its press and public relations manager, **Phil Bateman**.

He retains his current press and public relations post with Travel West

Midlands plus additional responsibilities for the Midland Metro which is to be designed, built, operated and maintained by Altram, a consortium of TWM, Laing and Ansaldo Transporti. **CBW**



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UK	£121.00	£217.00	£308.00
Eire/Europe 1 year	£164.00.	Airmail 1 year	£196.00

PLEASE ANSWER THE FOLLOWING QUESTIONS.

YOUR COMPANY DETAILS

1. What is your primary job title? (Tick one only)

- Owner/Director ☐ 01
 Senior/General Manager..... ☐ 02
 Engineering/Service Manager ☐ 03
 Other (please specify)..... ☐ 04

2. What is your company's main business function?

- Bus Operator..... ☐ 01
 Coach Operator..... ☐ 05
 Coach & Bus Operator ☐ 02
 Local Government ☐ 03
 Other (please specify) ☐ 04

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3. How many vehicles does your company own/operate?

(Tick all that apply)

- | | Buses | Coaches |
|----------------|-----------------------------|-----------------------------|
| 1-5 | ☐ 01 | ☐ 10 |
| 6-10 | ☐ 02 | ☐ 11 |
| 11-15 | ☐ 03 | ☐ 12 |
| 16-25 | ☐ 04 | ☐ 13 |
| 26-39 | ☐ 05 | ☐ 14 |
| 40-100 | ☐ 06 | ☐ 15 |
| 101-400 | ☐ 07 | ☐ 16 |
| 401-1000 | ☐ 08 | ☐ 17 |
| 1000+ | ☐ 09 | ☐ 18 |

4. Do you have responsibility for the recommendation/purchase and/or specification of the following?

(Tick all that apply)

- | | Pur | Spec | Rec |
|--------------------------------|-----------------------------|-----------------------------|-----------------------------|
| Vehicles | ☐ 01 | ☐ 12 | ☐ 23 |
| Parts/Spares | ☐ 02 | ☐ 13 | ☐ 24 |
| Oil/Fuel | ☐ 03 | ☐ 14 | ☐ 25 |
| Breakdown | ☐ 04 | ☐ 15 | ☐ 26 |
| Insurance/Finance | ☐ 05 | ☐ 16 | ☐ 27 |
| Fuel Cards..... | ☐ 06 | ☐ 17 | ☐ 28 |
| Training | ☐ 07 | ☐ 18 | ☐ 29 |
| Venue/Attraction Tickets | ☐ 08 | ☐ 19 | ☐ 30 |
| Ferry Crossing | ☐ 09 | ☐ 20 | ☐ 31 |
| Hotel Bookings..... | ☐ 10 | ☐ 21 | ☐ 32 |
| Theatre Tickets | ☐ 11 | ☐ 22 | ☐ 33 |
| Other (please specify) | ☐ 34 | | |

5. What type of work does your company undertake?

(Tick all that apply)

- Private Hire ☐ 01
 Day Excursions ☐ 02
 British Tours..... ☐ 03
 European Tours ☐ 04
 Local Government Contracts ☐ 05
 Emergency/Breakdown Services ☐ 06

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DEAUVILLE P35, 28/30 SEATS**

Exterior white, Interior grey C/S Moquette, Radio, Pa, Cassette, Wired for TV, Driver Operated Door, Exhaust Brake, Side Locker, Saloon, Toilet, Double Glazing, Tinted Windows, Curtains, Crew Seat, Air Suspension, Black Carpet to Gangway, Spare Wheel, 3 Part Screen, Peage Window, Servery at rear and Air Conditioning. Ref: 6766.

**1994 M VOLVO B6 CAETANO ALGARVE,
34 RECLINING SEATS**

Exterior White, Interior Grey Striped Moquette, Radio, PA, Cassette, Microphone, Wheel Discs, Driver Operated Door, Drivers Fan, Tinted Windows, Peage Window, Double Glazing, Curtains, Continental Door, Seat Belts and Crew Seat. Ref: 0144

**1996 N VOLVO B10M PLAXTON
PREMIERE 320, 53 RECLINING SEATS**

Exterior Cream & Red, Interior Brown Striped Moquette, Telma, Radio, Pa, Microphone, Cassette, Front Wheel Discs, Driver Operated Door, ABS, Webasto, Drivers Fan, Courier Fan, Tinted Windows, Double Glazing, Blinds, Seat Belts and Magazine Nets. Ref: 0168.

**1995 M VOLVO B10M PLAXTON
PREMIERE 350, 46 RECLINING SEATS**

Exterior White, Interior Grey Moquette, Exhaust Brake, Pa, Microphone, Front Wheel Discs, Driver Operated Door, ABS, Pannier Locker, Aircraft Locker, Tinted Windows, Double Glazing, Curtains, Continental Door, Hot & Cold Water, Tea/Coffee Machine, Servery, Fridge, Drinks Trays on Seats, Magazine Nets, Armrests, Crew Seat, Black Gangway, Toilet and Rapide Spec - National Express. Ref: 0887.

**1995 M VOLVO B10M MK 4 JONCKHEERE
DEAUVILLE 45, 49/53 VOGEL RECLINING SEATS**

Exterior White, Interior Grey Graffiti Moquette, Radio, Pa, Cassette, Wired for TV/Video, Front Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Webasto, Tinted Windows, Blinds, Continental Door, Crew Seat, Black Gangway, Spare Seats in boot, Tools and Seat Belts. Ref: 6989.



**1993 K VOLVO B10M PREMIERE 350, 49/53
RECLINING SEATS**

Exterior White, Interior Grey Moquette, Radio, PA, Cassette, Front Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Webasto, Tinted Windows, Curtains, Continental Door, Crew Seat, Seat Belts and Servery. Ref: 6785.

**1995 M VOLVO B10M Plaxton Premiere
320, 53 reclining seats**

Exterior Cream & Red, Interior Brown Multi Moquette, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, ABS, Webasto, Drivers Fan, Courier Fan, Pannier Locker, Rack Locker, Rear Window, Tinted Windows, Double Glazing, Blinds, Seat Belts, Magazine Nets, Armrests, Crew Seat. Ref: 0254.

**1994 L VOLVO B10M MKIII Van Hool
Alizee, 52 reclining seats**

Exterior Maroon & White, Interior Grey & Red Moquette, Radio, Pa, Cassette, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Blinds, Crew Seat, Footrests and Destination Gear. Ref: 6745.

**1994 L VOLVO B10M JONCKHEERE DEAUVILLE
45L HIGHLINER, 49 RECLINING SEATS**

Exterior Green, Orange, Yellow and Brown, Interior Multi coloured Moquette, Radio, Pa, Cassette, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Curtains, Continental Door, Crew Seat, Fridge and Tea Machine. Ref: 0135

**1993 L VOLVO B10M EXCALIBUR 3.5,
51/53 RECLINING SEATS**

Exterior White, Interior Multi Coloured Moquette, Radio, Pa, Stereo, Front Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Sunken Toilet, Double Glazing, Webasto, Tinted Windows, Curtains, Continental Door, Crew Seat, Servery, Soft Trim and Drinks Trays. Ref: 6789.

**1993 K VOLVO B10M PREMIERE 350, 49/53
RECLINING SEATS**

Exterior White, Interior Grey Moquette, Radio, Pa, Cassette, Front Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Webasto, Tinted Windows, Curtains, Continental Door, Crew Seat. Ref: 6769.

**1993 K VOLVO B10M MK III JONCKHEERE
DEAUVILLE 45L, 50/53 RECLINING SEATS**

Exterior Cream & Red, Interior Brown Moquette, Radio, Pa, Stereo, Wheel Discs, Driver Operated Door, ABS, Telma, Side Locker, Webasto, Tinted Windows, Curtains, Continental Door and Crew Seat. Ref: 6876.



**1990 G VOLVO B10M PARAMOUNT 3500,
49/53 RECLINING SEATS**

Exterior White, Interior Grey Moquette, Radio, PA, Cassette, Front Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Tinted Windows, Blinds, Continental Door, Crew Seat, Wiring for TV/Video and Hot Water Boiler. Ref: 6776.

**1992 J VOLVO B10M EXCALIBUR, 49/53
RECLINING SEATS**

Exterior White, Yellow and Blue, Interior Grey Moquette, Radio, Pa, Stereo, Wiring for TV and Video, Front Wheel Discs, Driver Operated Door, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Blinds, Continental Door, Crew Seat, Provision for Crew Compartment and Soft Trim. Ref: 0125.

**1992 J VOLVO B10M VAN HOOL, 49/53
FITTED RECLINING SEATS**

Exterior White, Interior Grey, Red and Blue Striped Moquette, Radio, Pa, Stereo, Driver Operated Door, Exhaust Brake, Side Locker, N/S Toilet, Double Glazing, Tinted Windows, Blinds, Continental Door, Crew Seat, Soft Trim and Wiring for TV/Video. Ref: 6511.

**1991 H VOLVO B10M PLAXTON
PARAMOUNT 3500, 49 RECLINING SEATS**

Exterior White, Red, Yellow, Interior Duo Brown C/S Moquette, Radio, Pa, Cassette, TV/Video, Driver Operated Door, ABS, Side Locker, Toilet, Double Glazing, Tinted Windows, Blinds, Continental Door, Crew Seat, Crew Compartment. Ref: 7114.

**1990 G VOLVO B10M JONCKHEERE
DEAUVILLE, 51 RECLINING SEATS**

Exterior White, Interior Grey Moquette, Exhaust Brake, Wiring for TV, Radio, Pa, Microphone, Cassette, Driver Operated Door, Side Locker, Rack Locker, Rear Window, Tinted Windows, Peage Window, Double Glazing, Curtains, Continental Door, Tea/Coffee Machine, Armrests, Crew Seat, Provision for Crew Compartment, Toilet. Ref: 0271.

**1990 G LEYLAND TIGER (CUMMINS 290)
PARAMOUNT 3500, 49 RECLINING SEATS**

Exterior White, Interior Grey Striped Moquette, Radio, Pa, Stereo, Driver Operated Door, Telma, Side Locker, Toilet, Double Glazing, Tinted Windows, Webasto, Curtains, Continental Door, Crew Seats, Crew Compartment, Soft Trim, Aircraft Lockers and Wiring for TV/Video. Ref: 6574.

**1989 G DAF SB2300 DUPLÉ 340, 53/57
RECLINING SEATS**

Exterior Blue/White, Grey Moquette, Exhaust Brake, TV/Video, Radio, Pa, Microphone Cassette, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, Through Locker, Rear Side, Tinted Windows, Continental Door, Crew Seat, Red Carpet Gangway and Toilet. Ref: 0846

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